2002 Bicycle Transportation User Survey; Developing Intermodal Connections for the 21st Century

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16. Abstract

The Rhode Island Department of Transportation (RIDOT) has been on the forefront in recognizing the potential for bicycle travel to provide mobility, reduce congestion, improve environmental quality, and promote healthy lifestyles. An important component of RIDOT's mission has been to create a balanced transportation system that embraces a multi-modal approach to transportation decision-making, and bicycling has remained central to the department's inter-modal planning efforts. RIDOT has aggressively pursued a strategy of acquiring abandoned rail lines to convert into scenic commuter and recreational trails.

As part of RIDOT's continuing efforts to promote bicycle use as another form of transportation, the department's Intermodal Planning Division identified the need to compile a comprehensive survey of bike path activity that would provide a gauge of user demand and general preferences and attitudes. The construction of several new bikeways has intensified the need for new and current data on path use, types of users, maintenance issues, and the positive economic potential of the state's bikeways to local businesses.

The paths have a wide appeal. In fact, 99.12% of respondents answered, "yes" when asked if bike path construction constituted good use of tax dollars. The results of the survey reveal enthusiastic support for the bikeways as a means to promote a healthy lifestyle.

Overall, the survey has provided RIDOT with a valuable source of user data relative to bike path maintenance, safety and economic benefits, and will serve as a useful resource for future bikeway planning.

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EXECUTIVE SUMMARY

The Rhode Island Department of Transportation (RIDOT) has been on the forefront in recognizing the potential for bicycle travel to provide mobility, reduce congestion, improve environmental quality, and promote healthy lifestyles. An important component of RIDOT's mission has been to create a balanced transportation system that embraces a multi-modal approach to transportation decision-making and bicycling has remained central to the Department's inter-modal planning efforts. RIDOT has aggressively pursued a strategy of acquiring abandoned rail lines to convert into scenic commuter and recreational trails. RIDOT's efforts have produced a very popular resource for touring, recreational, exercise, and commuting activities.

As part of RIDOT's continuing efforts to promote bicycle use as another form of transportation, planners in RIDOT's Intermodal Planning Division identified the need to compile a comprehensive survey of bike path activity that would provide a gauge of demand and general attitudes. The construction of several new bikeways as part of RIDOT's statewide bicycle system plan has intensified the need for new and current data relative to path use, user activities, maintenance and safety issues, and the use of bike paths to promote healthy lifestyles.

Visitors to the bike paths came from all age groups and from all over the state. The paths are clearly facilities with wide appeal. In fact, 99.12 percent of respondents answered "yes" when asked if bike path construction constituted a good use of tax dollars. From the data obtained, it is evident that the bike paths are used mostly for bicycling and walking, with smaller percentages for in-line skating and running. A majority of users used the paths more than 30 times per year and on each visit spent 1-2 hours on the path. The popular time for use of the paths was during the weekend. The economic impact of the paths was minimal.

The results of the survey reveal enthusiastic support for the bikeways as a facility to promote a healthy lifestyle; unfortunately, use of the bike paths as an alternative facility for commuting remains near its low 1996 level. The main reasons given are the distances from work place, lack of time, weather conditions, and narrow shoulders/high traffic volume on roads. The availability of the Rhode Island Public Transit Authority's (RIPTA) Rack and Ride service didn't generate an increase in the number of users opting to commute by bicycle. The lack of restroom facilities and drinking water were the two common complaints from visitors from all of the paths. Also, there were safety concerns with motor vehicles at the intersections.

Overall, the survey has provided the Intermodal Planning Division with a valuable source of information for improving, maintaining, and providing high quality facilities.

INTRODUCTION

The Rhode Island Department of Transportation (RIDOT) as part of its continued pro-active intermodal transportation policy is interested in gathering information on user characteristics of bicycle paths in the state. This information provides important indicators of user attitudes and the acceptance of these facilities for commuting, recreation and healthy exercise.

The RIDOT, jointly with the University of Rhode Island (URI) researchers, proposed a project to conduct a survey to gauge the attitudes, preferences, and needs of bikeway users to the URI Transportation Center (URITC). This project represented an initial step by the

United States Department of Transportation Bureau of Transportation Statistics (USDOT BTS) to enhance bicycle and pedestrian data quality and filling data gaps. In June 2002, the University of Rhode Island Transportation Center (URITC) selected RIDOT's proposal *2002 Bicycle Transportation User Survey; Developing Intermodal Connections for the 21st Century* for their fourth year research program. A 1996 User Survey of the East Bay Bike Path completed by the Rhode Island Department of Environmental Management (RIDEM) and Brown University was the only detailed survey completed to date that analyzes basic figures on path use and user comments.

RHODE ISLAND'S BIKEWAYS – RAILS TO TRAILS SUCCESS STORIES

All four of Rhode Island's bike path facilities were built on abandoned rail lines. The history of each of the four paths is discussed below.

East Bay Bicycle Path (Providence, East Providence, Barrington, Warren, Bristol)

The East Bay Bicycle Path, Rhode Island's first venture into a rail to trail conversion, was indeed the catalyst for the development of future bike paths along abandoned rail corridors. RIDOT acquired the former Bristol-Secondary right-of-way from Providence & Worcester Railroad in the early 1970's, securing federal highway funding for the design and construction of what eventually developed into a 14.5 mile bike path. The path has transformed into one of Rhode Island's recreational jewels, as cyclists, walkers, wheelchair users, and in-line skaters share this greenway corridor along scenic upper Narragansett Bay (See map on page 23).

Blackstone River Valley Bikeway (Pawtucket, Lincoln, Cumberland, Woonsocket)

Located in the historic John H. Chafee Blackstone River Valley National Heritage Corridor, this trail currently extends six miles along the canal tow-path and river. The newest 3 mile segment dedicated in November 2002 represents a model example of a "rail–trail" as it is located within the right-of-way of the existing Providence & Worcester (P&W) freight line. When all proposed eight project segments are completed, the bikeway will traverse approximately 17 miles of independent bike path and several short on-road bike routes from Pawtucket to Woonsocket.

The design and construction of this bikeway has been a collaborative effort of RIDOT and RIDEM with a significant source of funding provided by the USDOT Federal Highway Administration's Public Lands Highway Discretionary Program (PLH). Upon passage by the United States Congress in 1987, legislation introduced by the late US Senator John H. Chafee established the 46 mile Blackstone River Valley National Heritage Corridor. The corridor subsequently became eligible for PLH funding, and this funding source has been a catalyst for the bikeway project along with the support of Rhode Island's entire congressional delegation (See map on page 24).

Washington Secondary Bike Path (Cranston, Warwick, West Warwick, Coventry)

In December 1996 the RIDOT acquired ten miles of the abandoned Providence & Worcester (P&W) railroad corridor known as the Washington Secondary spur. RIDOT acquired the right-of-way with the intent of developing an independent bicycle path along this ten mile stretch from the Providence/Cranston city line to its terminus at the West Warwick/Coventry border. An additional ten miles of the former rail corridor is currently under design by the RIDEM and will eventually connect to the Rhode Island/Connecticut border. This will

complete Rhode Island's segment of the East Coast Greenway known locally as the Trestle Trail, a section of this right-of-way will be designed as a separated equestrian trail to better accommodate multiple path users (See map on page 25).

South County Bike Path (South Kingstown, Narragansett)

Upon its completion in 1876, the primary purpose of the former Narragansett Pier Railroad was to bring summer cottagers and hotel guests to Narragansett Pier. The railroad was also planned to serve local industries. The last passenger run was made on December 31, 1951; some freight service continued, but by 1955 the portion of the railroad to the east of Route 108 was abandoned. In 1989, at the initiative of the Town of South Kingstown, RIDOT undertook a feasibility study of the abandoned railroad with the goal of developing a multi-use trail.

Currently the bike path extends from the Kingston railroad station to Route 108 in Narragansett. Plans are underway to extend the path an additional 1.5 miles from Route 108 to Mumford Road (See map on page 26).

SURVEY METHODOLOGY

The development of the user survey was based on a USDOT Bureau of Transportation Statistics 2001 report entitled *Bicycle and Pedestrian Data: Sources, Needs & Gaps* as well as the survey instrument used in a 1996 survey of East Bay bike path users performed by RIDEM with the support of Brown University. The survey consisted of two phases: the on-path phase during which visitors to the bike path were asked to fill out a short questionnaire while they were using the path. When groups of people were stopped and asked to participate in the survey, the questionnaire was handed out to the person willing to fill it in. The second phase was the off-path survey which was more extensive that visitors filled out at home. The on-path questionnaire asked the participant to provide either a street address or an email address so that a more thorough survey could be mailed to them or a link to an online version of the survey could be emailed to them.

The on-path interviews on the East Bay and Washington Secondary bike paths were performed by URI students and a former RIDOT employee while the South County surveys were distributed entirely by URI students. The Volunteers-in-Park Program volunteers played a pivotal role in obtaining the surveys for the Blackstone Valley bike path.

The interviewers were given detailed instructions on how to identify themselves, explain their purpose, and describe the two-phase approach to the survey when they approached users of the path. The interviewers reported a pleasant experience in the conduct of this survey. They observed that most of them were enthusiastic users of the paths.

The present survey was conducted in a similar fashion as the 1996 survey with appropriate changes. Both surveys were done in two phases, on-path and off-path, and the questionnaire used in the present survey is a modified version of the one used in 1996. The 1996 survey was done in the months of July and August while the 2002 survey was done during the months of August, September and October.

An article from the *Official Newsletter* of the Ocean State Bike Path Association and a second article from the *Providence Journal* reporting on the on-path phase of the survey can be found in Appendix A.

SAMPLING PLAN

The sampling of the visitors to the bike paths was spread over eight weeks: four weeks in August, two weeks in September, and two weeks in October. The days of the week and the time of day were randomly selected. For the days of the week, three days were randomly selected (without replacement) between Monday and Friday and two sampling times were selected between Saturday and Sunday. Each day was divided into three time slots: 7:00 am-11:00 am, 11:00 am-3:00 pm, and, 3:00 pm –7:00 pm. The time slot for each day was randomly selected. The location of the sample varied as well. For each path, some locations were identified as likely access points to the path. Then, for each path, the location was randomly selected to place the interviewer to conduct the survey. Sampling locations at the different paths are given in Appendix B.

As the survey progressed some adjustments needed to be made due to inclement weather and/or the availability of the interviewers. In the end, the goal of sampling each path for twelve hours during the week and eight hours during the weekends for eight weeks was accomplished. An example of a sampling plan for the Blackstone River Valley Bikeway can be found in Appendix C.

METHODS OF DATA COLLECTION AND ANALYSIS

The survey was conducted in two phases. During the first phase, undergraduate student surveyors were placed on the bike paths following the sampling plan described earlier where they distributed a short questionnaire to willing users of the bike paths. At the bottom of the survey, the bike path users were asked to participate in a longer, more in-depth survey. To participate in this follow up survey, users had the choice of supplying either their street address or email address. Those who gave their street address were mailed surveys with prepaid return envelopes while those who listed an email address were emailed a link to an online version of the survey. As a result of the data collection process two sets of data were gathered: on-path data and off-path data. Slightly over half of the path users selected the option of having the survey mailed to their street address while 14 percent did not provide any contact information (See Figure 1).

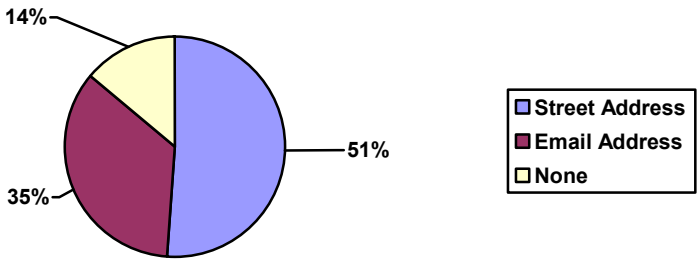


FIGURE 1. Method of Contact for Follow Up.

On-Path Survey Data Analysis

A total of 1,309 surveys were collected on the bike paths between August of 2002 and October of 2002 (See Figure 2). Typically, one person per group completed the survey. The

survey asked for the size of the group broken down by age. Taking group size into account, the 1,309 surveys represented a total of 2,410 people using the bike paths during the sampling times. The average group size was two with fifteen groups of more than ten individuals being reported. The largest group had 42 members.

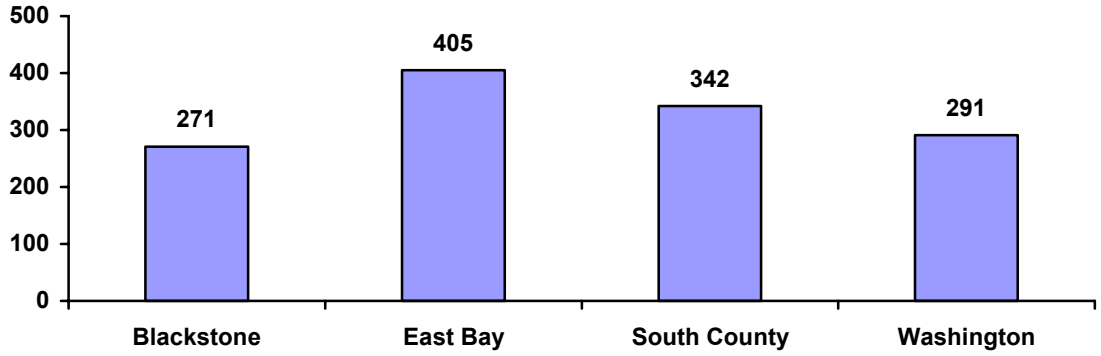


FIGURE 2. Number of On-Path Responses by Path.

The response rate for the mail-in survey was higher than for the online option. Sixty-four percent of those who requested a paper survey returned it while 57 percent of those who provided an email address completed the online survey. Six percent of the email addresses resulted in "Return to Sender—Addressee Unknown" messages.

The overall response rate for off-path survey was 53 percent (=688/1,309). South County had the lowest response rate while East Bay had the highest. Blackstone Valley and Washington Secondary were virtually identical (See Figure 3).

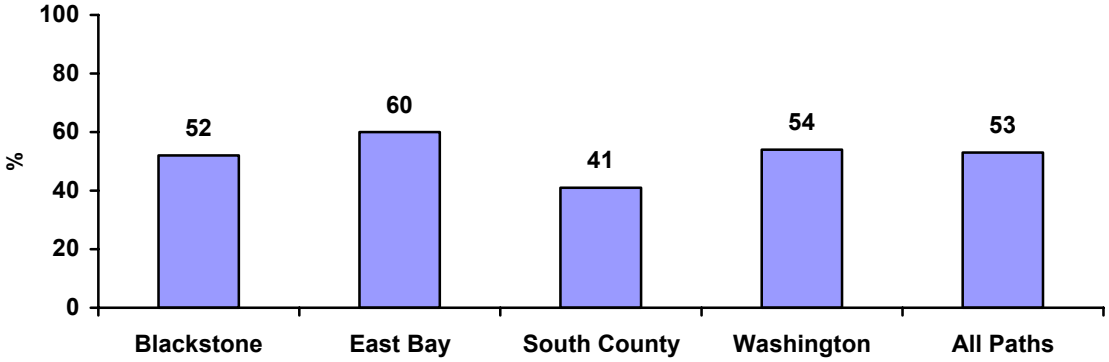


FIGURE 3. Percentage Response Rate by Path.

The on-path questionnaire can be found in Appendix D; Appendix E contains the follow-on, more detailed survey. A summary of the raw data from the on-path survey may be found in Appendix F.

Driving was the most common method of traveling to the path. Overall, biking to the path was second most popular mode except for the East Bay bike path, where walking was second (See Figure 4).

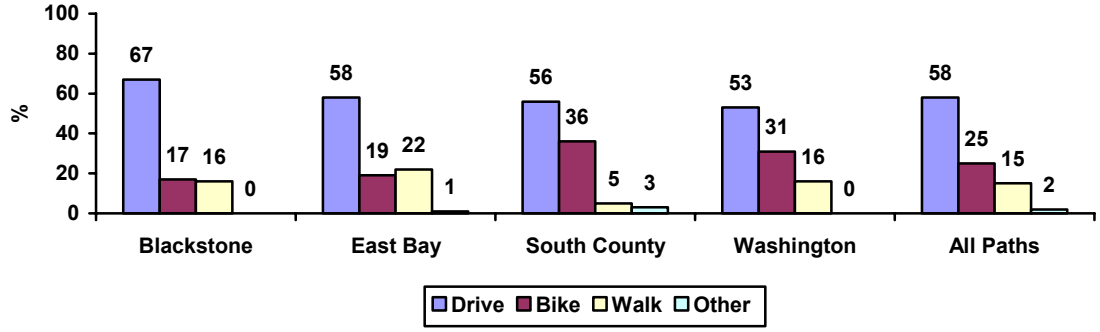


FIGURE 4. Mode of Travel to Path.

During the on-path sampling times, bicycling was the most prevalent activity except on the Blackstone Valley path. On the Blackstone Valley path, walking was the primary activity while bicycling was the second most popular use of the path. On the South County bike path, skating (includes both rollerblading and in-line skating) was the second most common activity after bicycling. The Washington Secondary path usage closely mirrored the overall usage (See Figure 5).

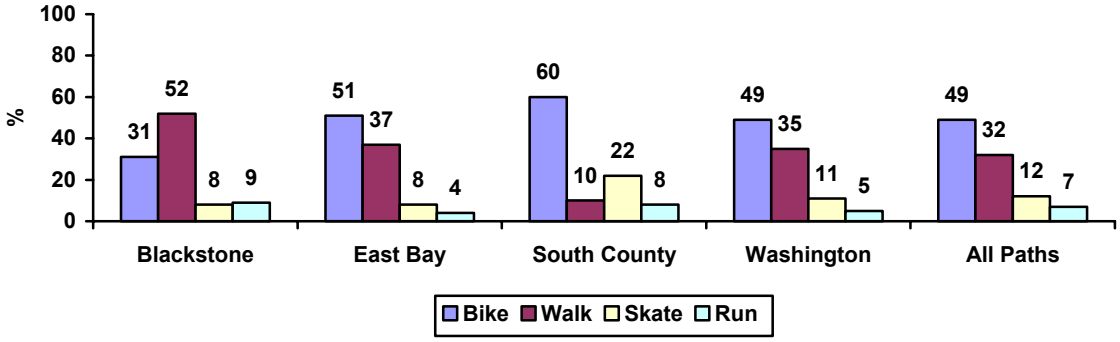


FIGURE 5. User Activity.

Though walking was the most prevalent activity on the Blackstone Valley bike path during the on-path phase of the survey, bicycling was the most common activity identified in the detailed survey. Similarly, biking was observed to be the more popular activity on Washington Secondary path, but the off-path survey reports a switch of these activities (See Figures 5 and 11).

Visitors on the path were allowed to select multiple reasons for using the path (See Figure 6). Health/Exercise topped the response choices. This reason was almost three times greater than the second reason, recreation, for Blackstone Valley bike path users while it was almost two times greater than recreation for the South County and Washington Secondary paths. The ratio between "Health/Exercise" and "Recreation" was noticeably smaller for the East Bay bike path. The South County and Washington Secondary responses matched the

overall responses. This is important information for health practitioners considering recent trends in the prevalence of obesity among American adults.

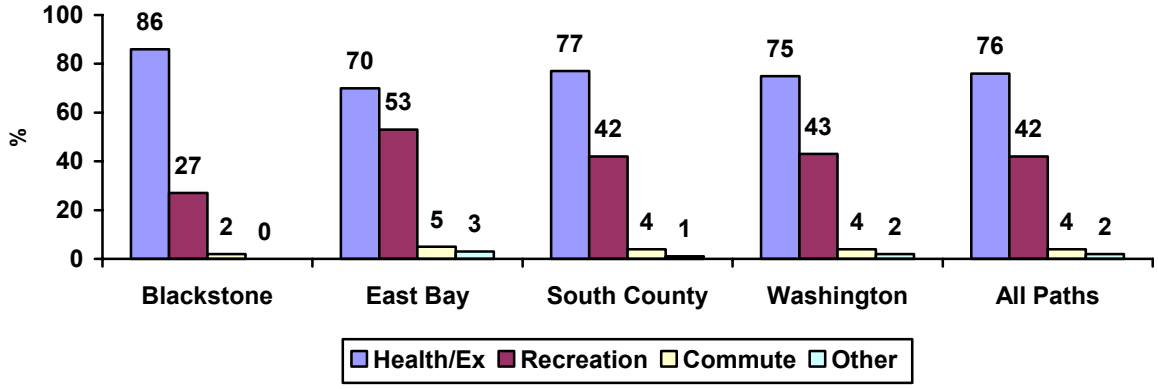


FIGURE 6. Reasons for Path Usage.

The only demographic characteristic gathered about the path visitors in the on-path survey was age by category. Visitors filled in the number of the people in their party in each age category: under 15, 16-35, 36-45, 46-65, and 65 and above. The Blackstone Valley users tended to be relatively uniform across all five age categories while the other three paths were uniform for the first four categories and had a marked drop off for the 65 and above category. The 46-65 category was the largest group for the Blackstone Valley and East Bay bike paths; 16-35 had the highest percentage for the Washington Secondary visitors; the South County users were evenly spread over the first four categories (See Figure 7).

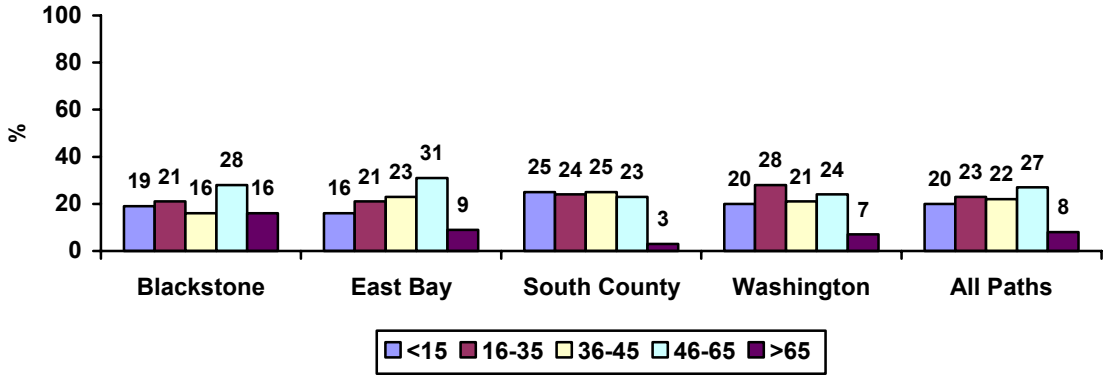


FIGURE 7. Age Distribution.

Off-Path Survey Data Analysis

The off path survey consisted of five sections: four to address specific objectives of the survey and one to gather demographic data. Detailed tables of results of the data gathered can be found in Appendix G. Responses to the option "other" in the off-path survey are provided in Appendix H.

Demographic Data

Overall, more men responded to the survey. As gender information was not gathered during the on-path phase of the survey, it is not possible to conclude that one gender makes greater use of the paths than the other. The Blackstone Valley bike path was the only path where the respondents had more women than men. South County had the largest gap between men and women, with 67 percent male respondents and 33 percent female (See Figure 8).

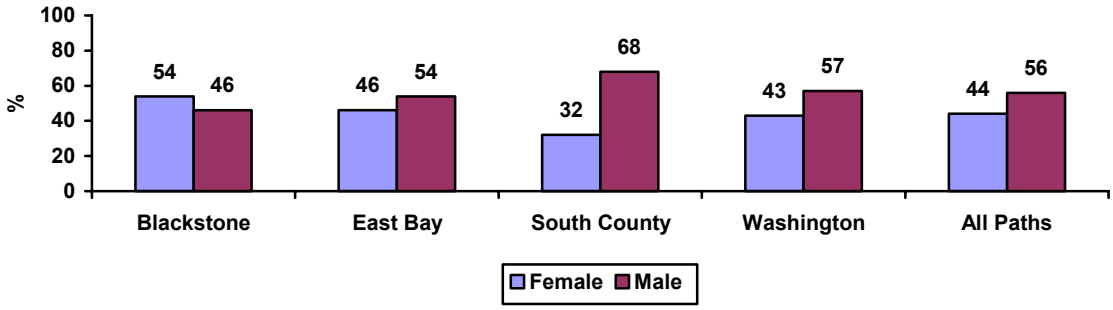


FIGURE 8. Responses by Gender.

During the on-path phase of the survey, the 46-65 age category was the largest group overall. This trend continued to the off-path responses as well, with this age group being the largest one for all of the paths. The Blackstone Valley path had the largest group of 16-35 year olds while the Washington Secondary path had the largest group of over 65 with 33 percent of the respondents falling in this age category (See Figure 9).

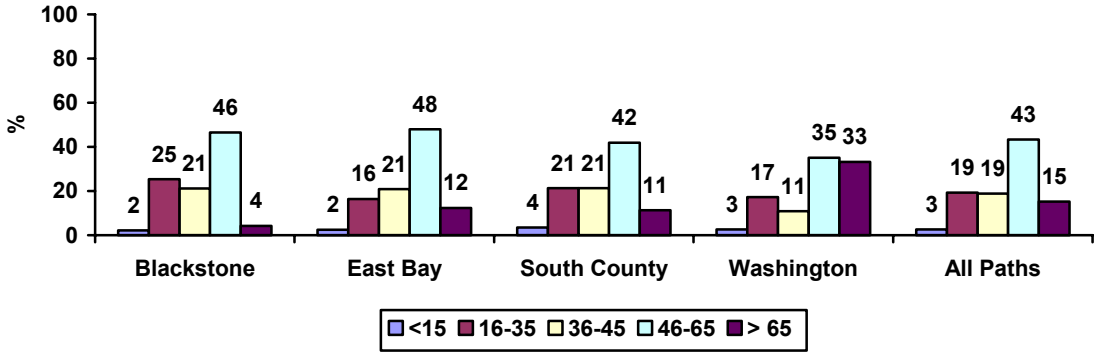


FIGURE 9. Off-path Responses by Age Category.

Among the respondents, 87 percent of them live in Rhode Island while 9 percent live in Massachusetts. Responses were received from residents of Connecticut, Indiana, Maryland, New Jersey, New York, and Vermont.

Section 1 – Path Usage

The first section of the survey focused on how/when the path is being used, how often individuals use the path each year, and why the path is being used. In addition, users were asked to identify how they usually travel to and from the path. By gathering this type of data, planners have an understanding of the level of usage of the paths.

Most users drive to the bike path, with bicycling and walking being the second and third modes of transportation, respectively. The one exception is the Washington Secondary path: walking (12 percent) nudges out bicycling (10 percent) as the second mode of transportation to the path (See Figure 10).

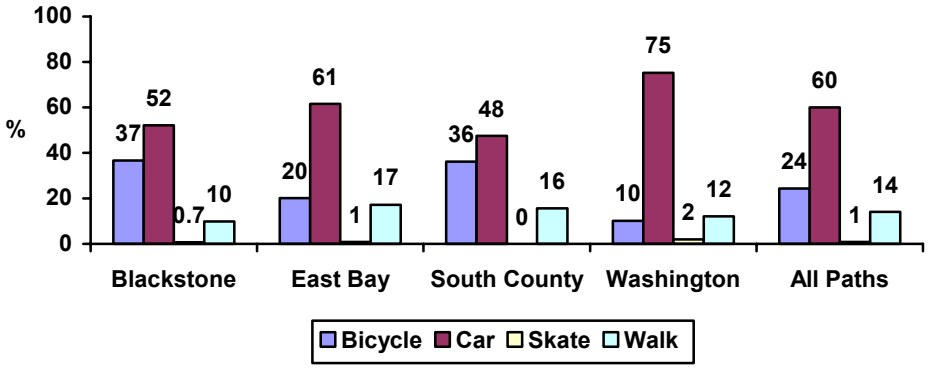


FIGURE 10. Mode of Travel to the Path.

To determine how the paths are being utilized, respondents were allowed to select all of the activities they participated in while using the paths. Bicycling was the overall favorite – 72 percent of all respondents stated that they had used the path for this purpose. Only on the Washington Secondary path did bicycling come in second: 80 percent of the respondents walk on the Washington Secondary path while only 51 percent reported bicycling. On the East Bay and South County paths, walking was the second most popular activity while rollerblading/in-line skating came in second on the Blackstone Valley path. Interestingly, 11 percent of Blackstone Valley users have used the path for cross-country skiing while less than 3 percent of the users on the other paths noted this activity (See Figure 11).

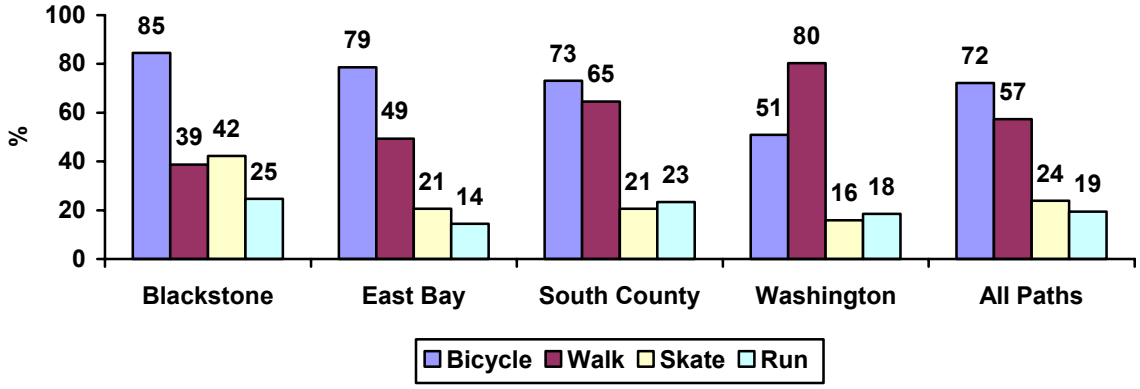


FIGURE 11. Activities on the Paths.

East Bay path users tended to be on the path for the greatest distance, with 44 percent of the users covering more than 12 miles on the path per outing to the path. Blackstone Valley users favored the 8-12 mile range (46 percent), with South County and Washington

Secondary visitors selecting the 4-7 mile range most often (30 percent and 41 percent, respectively). Overall, 4-7 miles of travel on the path was the most popular (31 percent) with the other categories ranging from 22-24 percent (See Figure 12).

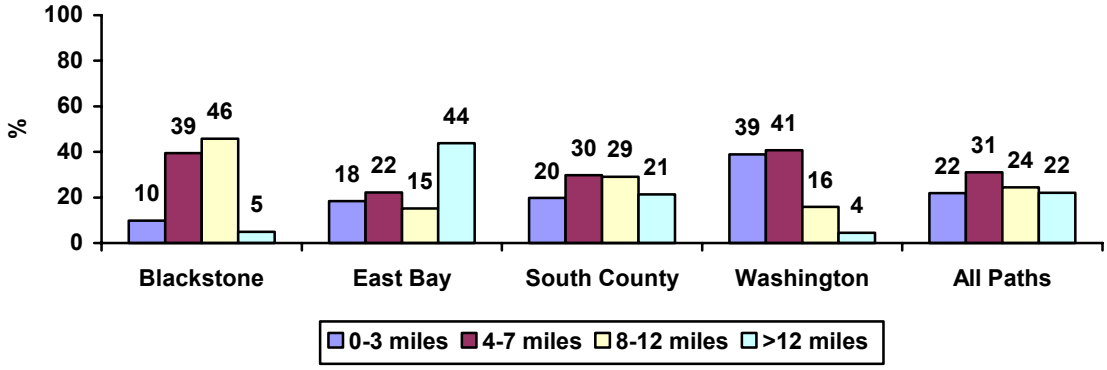


FIGURE 12. Distance Travelled on Path.

Despite the variability in the distance traveled on the paths, users tended to stay on the path 1-2 hours, with 58 percent of all users selecting this option. The category of less than an hour was the second most popular option except for the East Bay bike path. Thirty three percent of users on the East Bay bike path stayed on the path longer than two hours (See Figure 13).

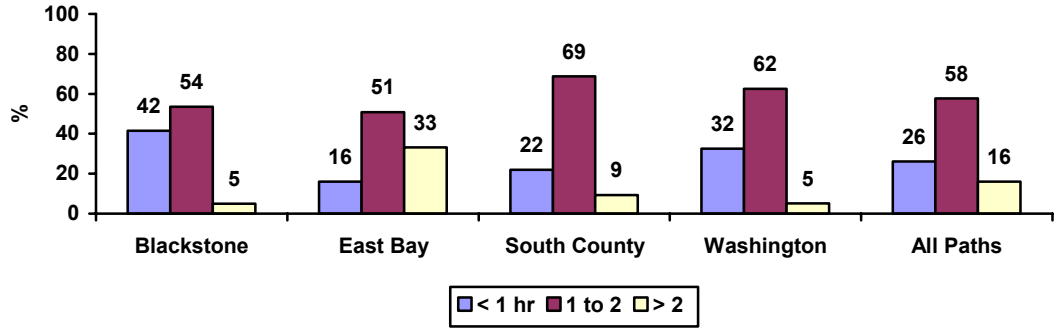


FIGURE 13. Average Time Spent on Path.

The last component addressed the frequency of use is the number of visits to the paths in the last calendar year. With the exception of East Bay, generally usage went from high to low in a linear fashion, that is, most users responded that they used the path more than 30 times per year, followed by 21-30 times per year, then 11-20 times per year, and 1-10 times per year as the last response. East Bay had the lowest percentage of "more than 30 times" and the highest percentage of "1-10 times." (See Figure 14).

The paths are heavily used during Spring, Summer, and Fall. During Winter, usage of the paths drops off markedly to 25 percent compared to 90 percent during the "warm" months (See Figure 15).

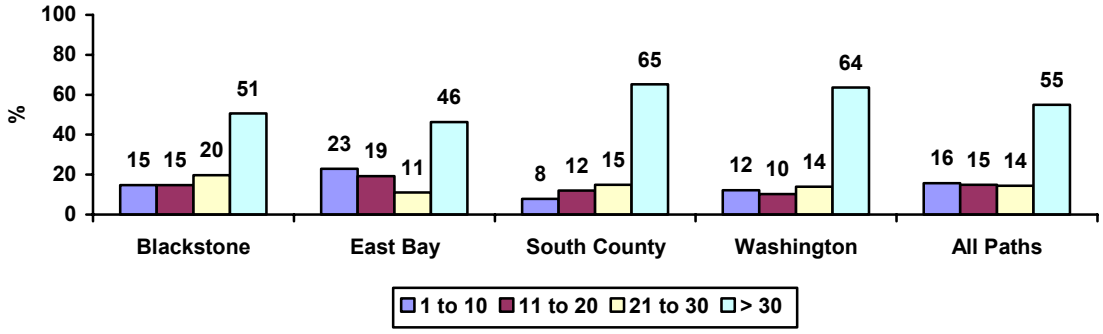


FIGURE 14. Number of Visits Per Year.

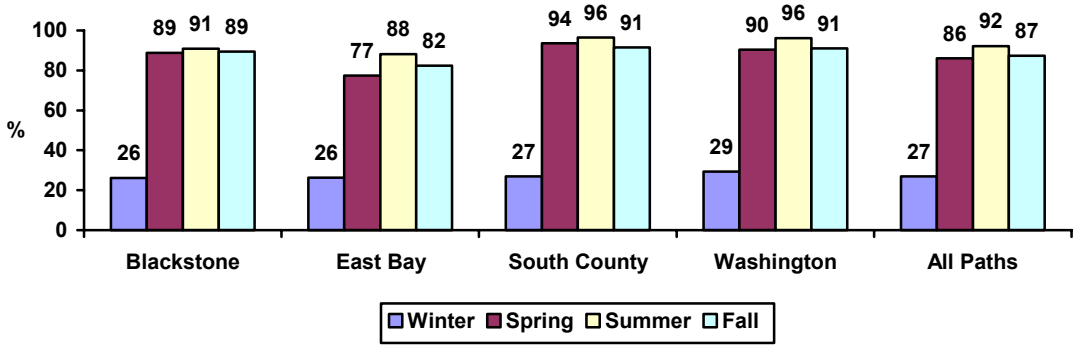


FIGURE 15. Usage by Season.

The time of day when the paths are used is also an important characteristic to capture. Respondents were allowed to select all time slots which apply rather than pick just one. With 75 percent of the users reporting weekend use, this was by far the most popular time of the week for the paths to be utilized. It is evident from this data that the bike paths are used more for recreational purposes than for commuting to work. During the week, 50 percent of the respondents use the path in the morning, afternoons and evenings garnered 35 percent usage, and lunchtime was last at 10 percent (See Figure 16).

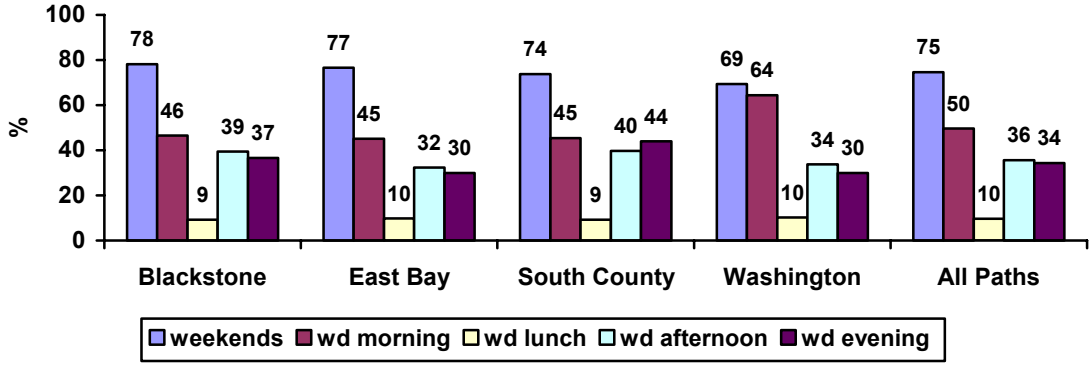


FIGURE 16. Path Usage by Time of Day.

Three questions in this section addressed health and safety issues. A large percentage (94 percent) of the users responded that "Health/Exercise" was their reason for using the path. Similarly, 99.42 percent of the users responded positively that bike paths are a way to promote healthy lifestyle choices. Only 7 percent of the users reported using a helmet in spite of the safety reason for using one.

Summary of Section 1 – Path Usage

Promoting bicycle use as an alternative form of transportation remains a priority for RIDOT and its goal of developing a well-balanced inter-modal transportation system. Based on the results gathered in this section, it is clear that greater education directed toward potential bicycle commuters, especially targeting those people working in downtown Providence, is needed. The Providence Foundation's Bike to Work and College Program, funded through RIDOT's Congestion, Mitigation and Air Quality Improvement Program (CMAQ) is indicative of the importance of educating the public on bikeway facilities and their potential to increase commuting by bike more attractive.

On a positive note, the fact that "Health and Exercise" (99.42 percent) was the most popular reason for using the path indicates that path users are opting to increase their physical activity levels. While no information was collected on the proportion of obese people using the paths it was observed from on-path survey that most of them were not obese. Recently published finding by the US Centers for Disease Control and Prevention (CDC) affirms what many doctors have long asserted—*that obesity is a major factor in America's rising health care costs and makes the case that obesity should be targeted as aggressively as smoking*. (*Health Costs of Obesity Near Those of Smoking*, The Washington Post, Ceci Connolly, May 14, 2003.) Hence, a campaign to promote the use of bike paths among the overweight population is needed.

Section 2 – Commuting

The bike paths provide an alternate means of commuting. However, the 1996 survey revealed that the East Bay path was being underutilized with respect to commuting. The purpose of this section of the survey was to gather information about commuting: specifically, the level of path's usage for commuting and what do users see as barriers to using the bike paths for commuting.

The approximate distance of commute (one way) was answered by only 415 of the 688 respondents. The average distance commuted one-way was 11.76 miles, with a maximum commute of 90 miles and the minimum commute of 0 (26 of the 415 respondents work at home). The distribution of the commuting distance is given in Figure 17. That is, 256 individuals commuted between 0 to 10 (inclusive) miles, 90 commuted between 10 (exclusive) and 20 miles (inclusive), 38 commuted between 20 (exclusive) and 30 miles (inclusive) and so on (See Figure 17).

Only 583 persons completed part or all of this section of the survey. From these 583, only 99 (17.31 percent) commuted by walking or bicycling in the last year. Of the 99, 24 (24.24 percent) commuted by bicycle or foot almost always, 19 (19.19 percent) regularly, 18 (18.18 percent) sometimes and 38 (38.38 percent) rarely (See Figure 18).

Of the commuters, just over half (51.52 percent) have used the paths to do part/all of the commute and while just under half (48.48 percent) have not used the paths for commuting at all (See Figure 19).

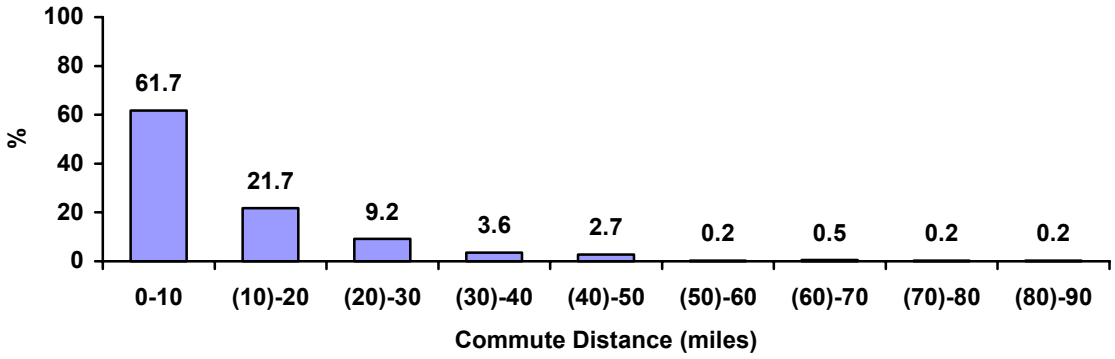


FIGURE 17. Distribution of Commute Distance.

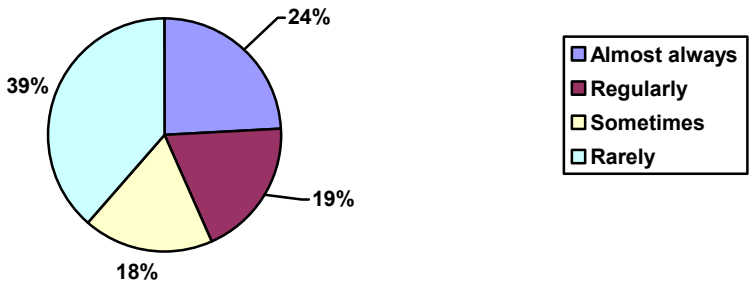


FIGURE 18. Frequency of Commuting via Bike or Foot.

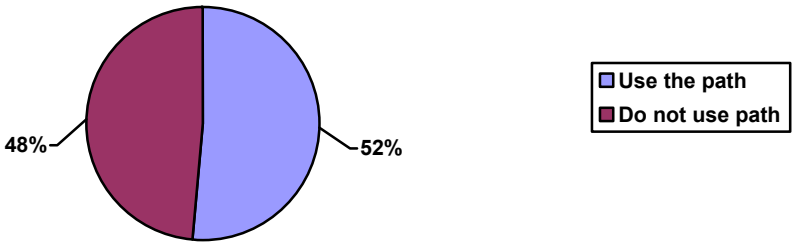


FIGURE 19. Use of Path for Commute.

Bicycle and pedestrian commuters were asked to identify the reason(s) why they commute via bicycle or foot. Health/Exercise was by far the most favored reason with 81 out of the 99 (81.82 percent) commuters citing this as their motivation. Other responses, which were noted include not owning a car (35.35 percent), saves time (29.29 percent), avoids traffic (26.26), and saves money (17.07). Five commuters indicated that environmental concerns prompted them to commute via bicycle or foot (See Figure 20).

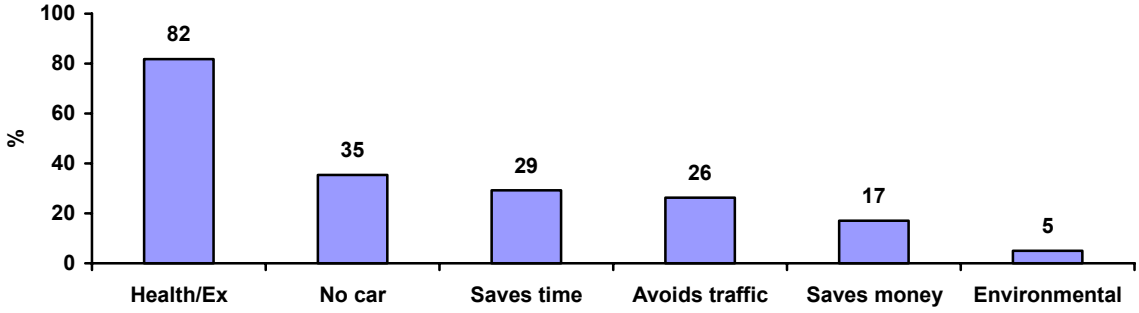


FIGURE 20. Reasons for Bicycle/Foot Commute.

The question addressing reasons why people do not commute via bicycle or foot was answered by 565 respondents. Respondents were allowed to identify all of the factors which precluded commuting via bicycle or foot—they were not restricted to selecting just one reason. The main problem faced by commuters is the distance of their commute: 40.88 percent noted this issue. Not having enough time (22.3 percent) and narrow shoulders/high traffic volume (19.8 percent) were noted as second and third issues. Two other significant factors were not having shower facilities at work (16.8 percent) and the weather (13.98 percent). Crime/unsafe neighborhoods (6.9 percent) and health problems (1.9 percent) were the remaining two barriers to bicycle or foot commuting (See Figure 21).

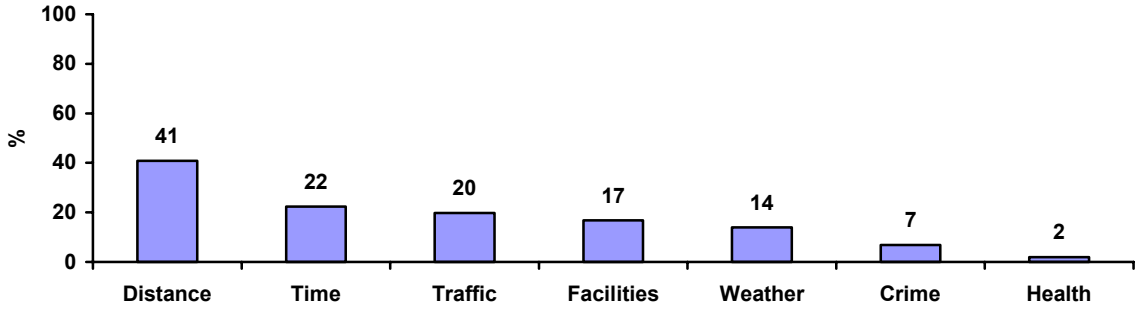


FIGURE 21. Barriers to Commuting via Bicycle or Foot.

Respondents were asked whether they would consider using the Rack & Ride service available on RIPTA buses as part of their commute. Over half of the respondents (56.44 percent) indicated that they might while one third said definitely not. The remaining 10 percent stated that they would (See Figure 22).

School-age children are also commuters. The survey asked whether school-age children used the bike paths as part of their trip to/from school. Out of the 567 responses to this question, 524 (92.4 percent) said "Not Applicable." Just over twice as many said "no" to using bike paths compared to "yes" responses, 29 and 14, respectively.

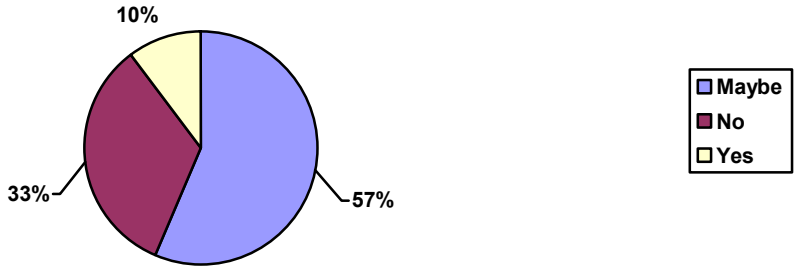


FIGURE 22. Potential Use of RIPTA's Rack & Ride.

Section 3 – Infrastructure/Operations/Maintenance

This section asked path visitors to identify maintenance issues and safety concerns with the paths as well as assess the quality of the "support" facilities such as parking and restroom availability. Also, users rated features that people may consider desirable traits of bicycle paths. In addition, respondents provided a measure of their support for various enhancements to the existing paths, such as the addition of police patrols on bicycles. The last question asked users whether the construction of bike paths is a worthwhile investment of tax dollars.

An ordinal scale of "1-Strongly Disagree" up to "5-Strongly Agree" was used to measure the perceived severity of a wide variety of potential problems with the infrastructure, operation, and maintenance of the paths. Out of 15 problems listed, only two of them had at least 50 percent of the responses between 3 and 5 (moderate agreement to strong agreement) for all four paths: availability of restrooms and availability of drinking water (See Figures 23 and 24).

Respondents could supply their own issues or concerns in a field on the survey marked "other." In this field, two issues with dogs were recurring themes: first, dog owners are not picking up after their pets; and second, dogs are not on leads less than six feet in length.

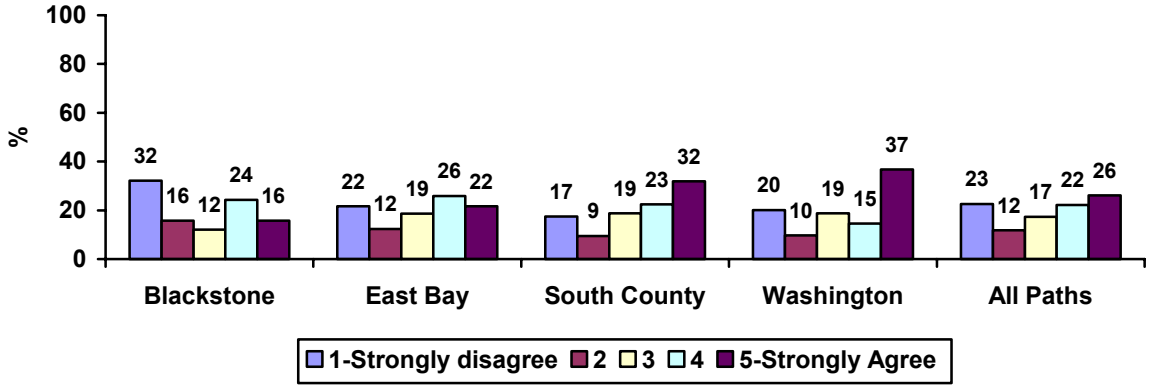


FIGURE 23. Infrastructure-Restroom Availability.

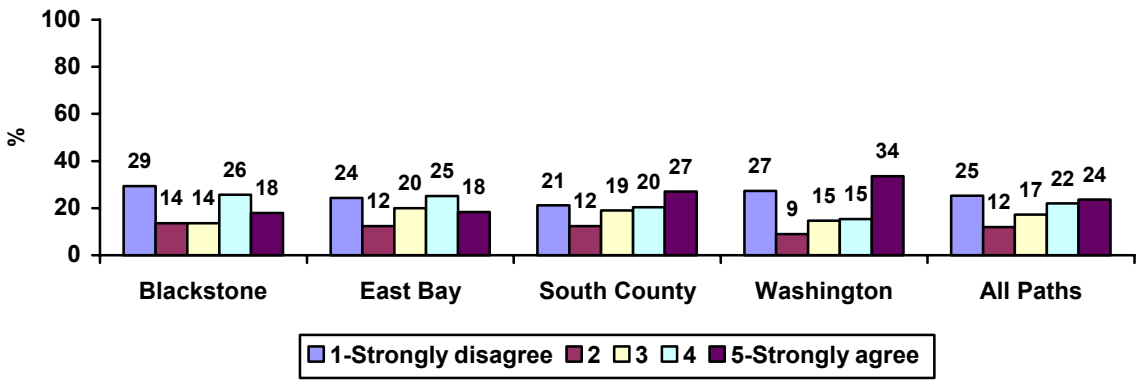


FIGURE 24. Infrastructure-Drinking Water Availability.

Different paths had different problems and/or in a different order of severity. The following is a breakdown by path of the major problems. The problems were ranked by comparing the percentage of people who rated the issue in the moderate to strong agreement categories, i.e., 3-5 on the ordinal scale.

Blackstone Valley

The Blackstone Valley path had the least amount of negative feedback with respect to infrastructure issues. The main concern, intersections with motor vehicles, was cited by only 39 percent of the respondents in the moderate to strong agreement categories (See Figure 25).

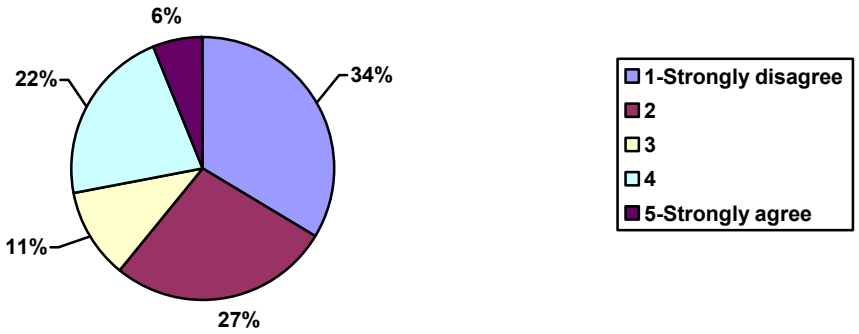


FIGURE 25. Blackstone Valley - Intersections with Motor Vehicles.

Users not following the walk-on-left protocol on the Blackstone Valley bike path received moderate to strong support from approximately 34 percent of the respondents (See Figure 26).

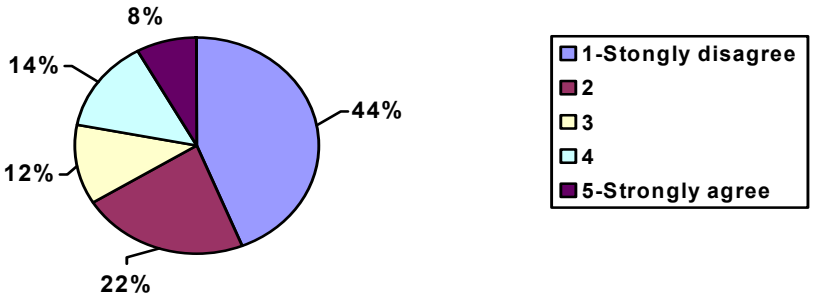


FIGURE 26. Blackstone Valley – Walk-on-Left Protocol.

East Bay

Like the Blackstone Valley users, the East Bay bike path respondents highlighted the issues of intersections with motor vehicles and users not following walk-on-left protocol. Unlike the Blackstone Valley responses, however, the East Bay responses showed stronger sentiment on these issues. Less than 50 percent of the Blackstone Valley respondents agreed strongly that these were issues while over 50 percent of the East Bay users did agree strongly (See Figures 27 and 28).

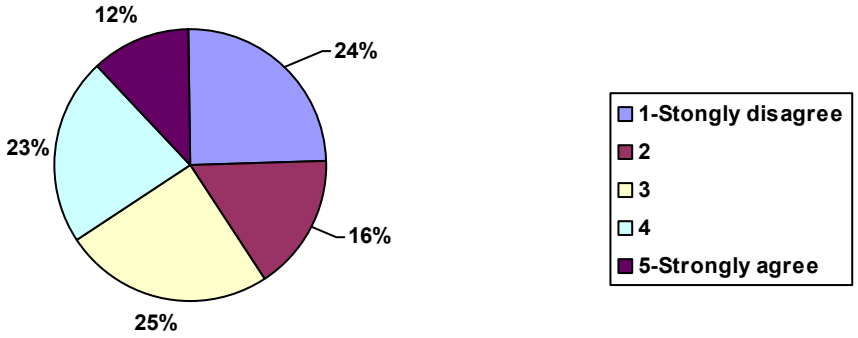


FIGURE 27. East Bay - Intersections with Motor Vehicles.

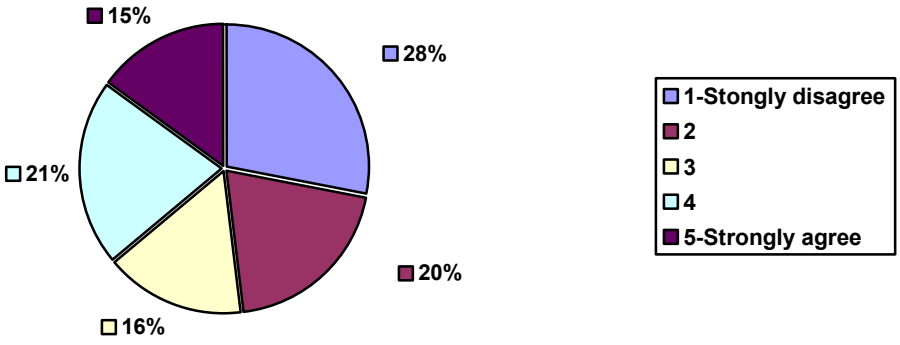


FIGURE 28. East Bay – Walk-on-Left Protocol.

Three other issues attracted a reasonable amount of support from the East Bay respondents: trail width (43 percent), availability of places to rest (40 percent), and reckless behavior of users (41 percent).

South County

The South County path had the highest number of infrastructure issues with strong support. Like the Blackstone Valley and East Bay users, the South County path users felt strongly about intersections with motor vehicles and users not following the walk-on-left protocol. The responses to these issues were similar to the East Bay community (See Figures 29 and 30).

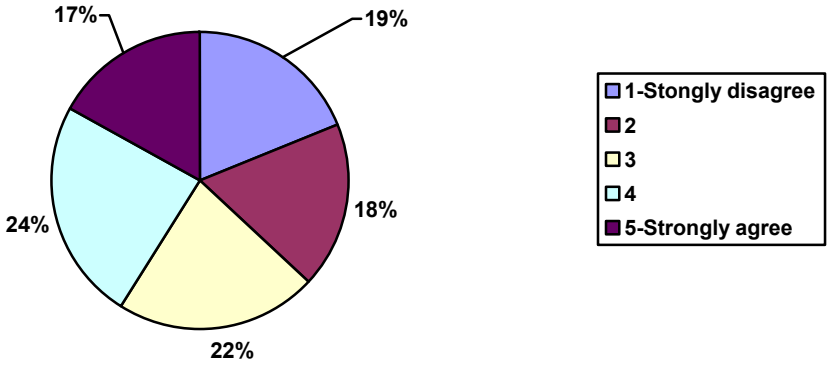


FIGURE 29. South County - Intersections with Motor Vehicles.

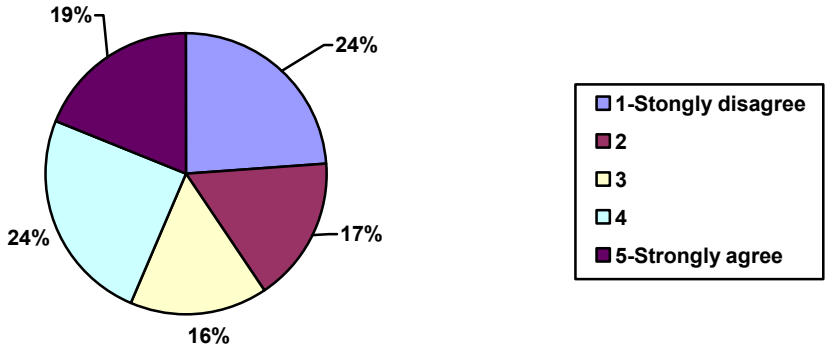


FIGURE 30. South County – Walk-on-Left Protocol.

South County respondents indicated that trail vandalism was a significant problem, 55 percent of the users expressed moderate to strong agreement (See Figure 31).

Availability of places to rest (53 percent), availability of information (52 percent), and litter and glass (49 percent) were three other infrastructure areas of concern for South County path users.

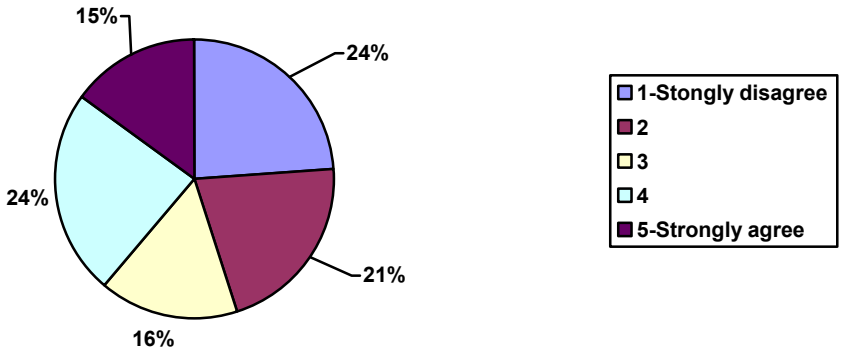


FIGURE 31. South County - Trail Vandalism.

Washington Secondary

The Washington Secondary path users had two primary infrastructure concerns: users not following walk-on-left protocol and availability of path information (See Figures 32 and 33).

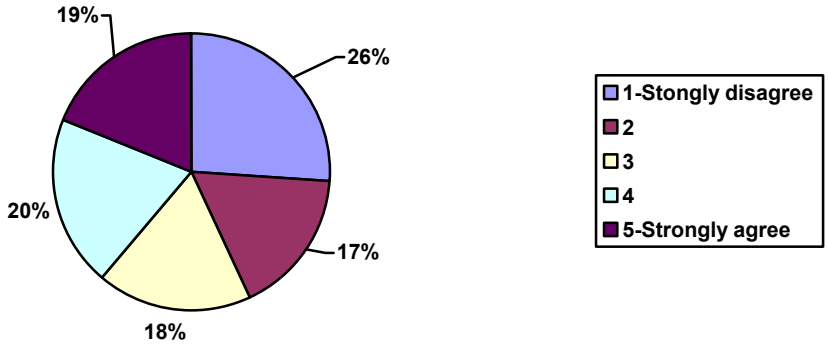


FIGURE 32. Washington Secondary – Walk-on-Left Protocol.

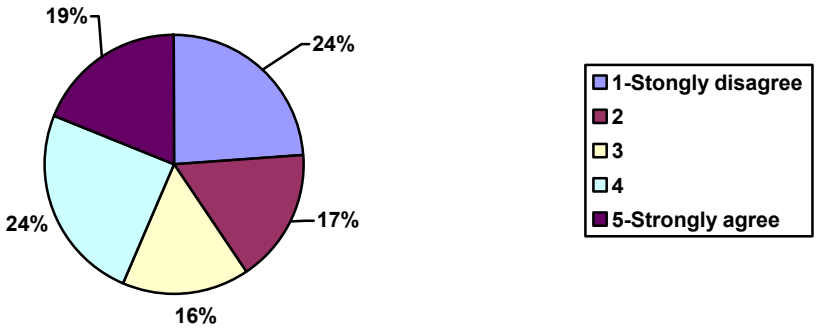


FIGURE 33. Washington Secondary-Availability of Information.

Enhancements

The off-path survey also asked path visitors to rank, on an ordinal scale of "1-strongly disagree" to "5-strongly agree" features of bike paths that they would classify as "desirable"

improvements. Among these choices were smooth riding surfaces, natural surroundings, quiet settings, safe traffic crossings, non-motorized vehicles, and access to places they desire to commute.

All of the proposed enhancements received moderate to strong support. The last question in this section asked whether bike path construction constituted a good use of tax dollars. Overwhelmingly, users responded "yes" with 99.12 percent of the votes being cast in favor. It should be kept in mind that this is a stratum of the population that uses the bike paths and is expected to support the bike path construction. As such, it does not necessarily represent the view of the "average" Rhode Islander.

Summary of Section 3

The paucity of restroom facilities and lack of freely available drinking water were common issues on all of the paths. The East Bay Bicycle Path restroom facilities are conveniently located in close proximity to the path as it passes by two state parks. The Blackstone River Bikeway will eventually have restrooms available as part of the proposed I-295 Visitors Center under design by RIDEM. Addition of these facilities will require capital investment and on-going maintenance.

Other concerns of path users relate to walkers not following the walking-on-left protocol. Following the completion of the East Bay Bicycle Path, the RIDOT Traffic Engineering Section, in consultation with RIDEM Division of Parks and Recreation, installed signs instructing "walkers to walk-on-left facing bicyclists." Certainly, this is an area where path managers should be made aware of as there are rules for using a bike path in order for all users to coexist and enjoy these popular facilities.

Respondents were allowed to provide additional comments, most of which related to the areas of infrastructure, operations, and/or maintenance. All of the comments submitted by survey participants are included in Appendix H.

Section 4 – Economic Impact

The 1996 East Bay survey conducted by Brown/DEM found that 88 percent of path visitors spent money along the path with an average expenditure of $5 per outing. The most commonly purchased item was food/drink. In this survey, 83 percent of East Bay path visitors spent money along the path; 80 percent purchased food/drink and 43 percent of the purchases ranged from $1-5. Respondents to the 2002 user survey spent an average of $1-5 per outing. Bicycle tourism has the potential to reap additional tourist dollars for Rhode Island's economy. However, this was not evident from results to the question "did bike paths influence your decision to visit Rhode Island." Only the East Bay Bike Path (34 percent) appeared to attract touring cyclists. The reasons for this being the location of the path along scenic upper Narragansett Bay and more well known because of its long existence. RIDOT's bike map, *A Guide to Cycling in the Ocean State*, has been a catalyst for promoting bicycling as a recreational, commuting, and touring option.

Section 5 – General Information

The last section of the survey collected three basic pieces of demographic information. Results on gender and age distribution can be found in the "Demographic data" section of this report.

As stated in the "Demographic Data" section, 87 percent of the responses to the survey were received from residents of Rhode Island, with the neighboring states of Massachusetts and Connecticut accounting for 9 percent and 1.5 percent, respectively. Eleven surveys (1.5 percent) did not provide this piece of information.

In Rhode Island, residents of fourteen cities/towns composed 65 percent of the survey responses. Table 1 contains these fourteen cities/towns along with the number of surveys received.

COMPARISON OF RESULTS WITH EAST BAY PATH'S 1996 SURVEY

In 1996, Brown/DEM conducted a survey of the only path in the state at that time -the East Bay Bike Path. Despite the fact that the current survey includes responses from the Blackstone Valley path, the South County path, and the Washington Secondary path in addition to the East Bay path, the surveys produced similar responses with respect to demographic data, path usage data, maintenance/infrastructure input, and economic behavior but in the area of commuting yielded different responses.

TABLE 1. Number and Percentages of Responses by Rhode Island City/Town.

Cranston	61 (13.6%)	E. Providence/Riverside	26 (5.8%)
Cumberland	56 (12.5%)	Barrington	23 (5.1%)
Coventry	45 (10.0%)	Warwick	18 (4.0%)
Bristol	43 (9.6%)	West Kingston	16 (3.6%)
Wakefield	43 (9.6%)	Pawtucket	15 (3.3%)
Lincoln	42 (9.4%)	Kingston	12 (2.7%)
Providence	37 (8.2%)	Narragansett	12 (2.7%)

Two important questions were asked in the commuting section: first, reasons for commuting via bicycle/foot; and second, what prevents respondents from commuting by bicycle/foot. In both surveys, "Health/Exercise" was the primary reason respondents commuted by bicycle or foot. In 1996, the second reason for commuting had two responses: avoids traffic and protect/preserve the environment, both of which received 40.2 percent. In the current survey, "No Car" was second with 36.35 percent and "Saves Time" was third with 29.29 percent (See Table 2). The numbers in parentheses indicate rank order.

TABLE 2. Comparisons of 1996 and 2002 Surveys – Reasons for Commuting.

Reason	1996	2002
Health/Exercise	86.2 (1)	81.8 (1)
No Car	18.4 (4)	36.35 (2)
Saves Time	16.1 (5)	29.29 (3)
Avoids Traffic	40.2 (2)	26.26 (4)
Saves Money	39.1 (3)	17.07 (5)
Environment	40.2 (2)	5.05 (6)

The major three reasons which prevent commuting via bicycle or foot differed in order between the 1996 survey and the 2002 survey. "Traffic" was the leading reason why people chose not to commute via bicycle or foot in the 1996 survey with 58.8 percent followed by

"Distance" (51.1 percent) and "Time" (39.4 percent). In the current survey, the order of the top three is "Distance" (40.88 percent), "Time" (22.3 percent), and "Traffic" (19.82 percent) (See Table 3).

TABLE 3. Comparisons of 1996 and 2002 Surveys – Reasons Cited that Prevent Commuting via Bicycle or Foot.

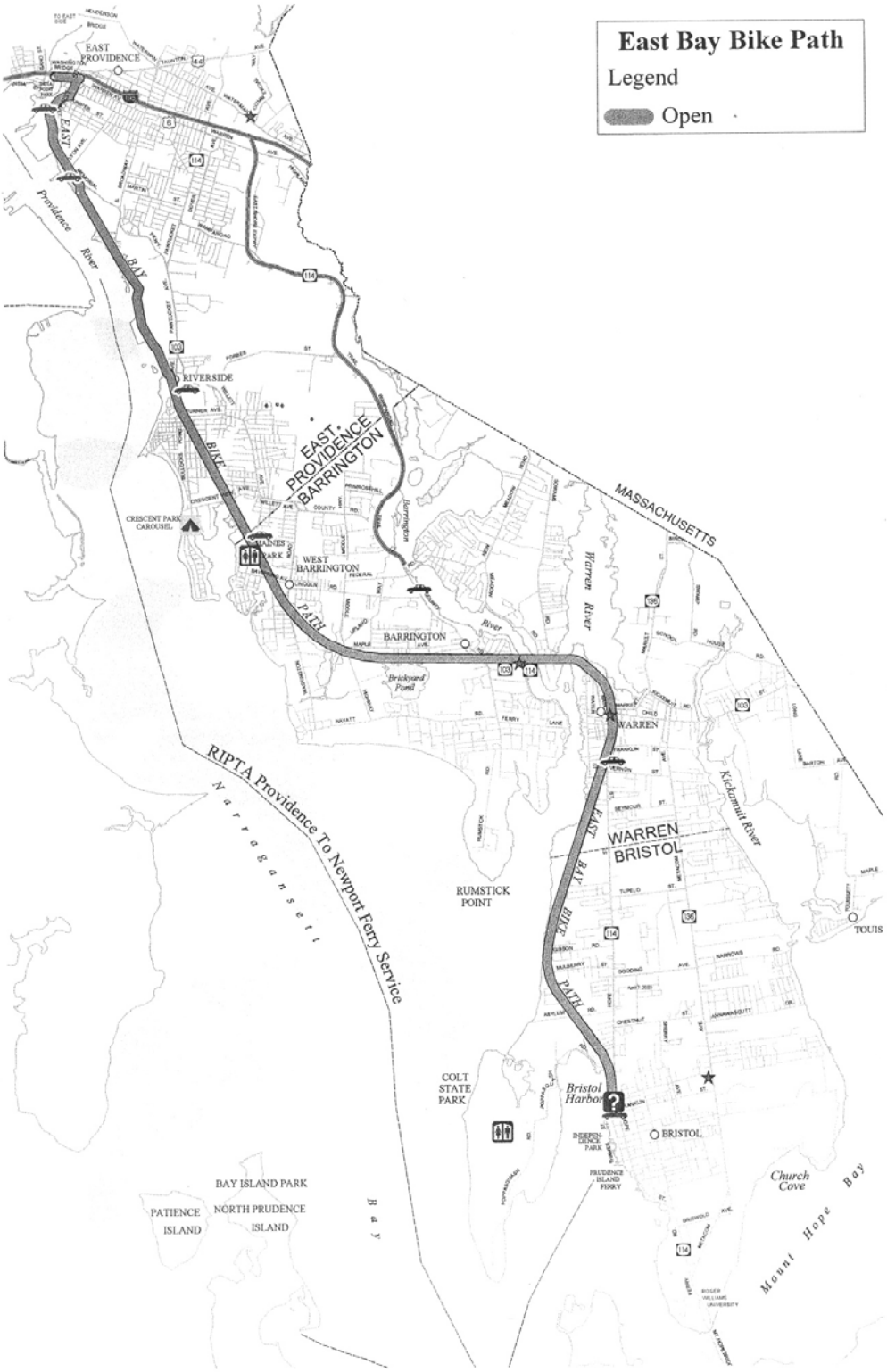
Reason	1996	2002
Distance	51.1 (2)	40.88 (1)
Time	39.4 (3)	22.3 (2)
Traffic	58.8 (1)	19.82 (3)
No Facilities	39.37 (4)	16.8 (4)
Bad Weather	28.1 (5)	13.98 (5)
Crime	11.3 (6)	6.9 (6)
Health	0.9 (7)	1.9 (7)

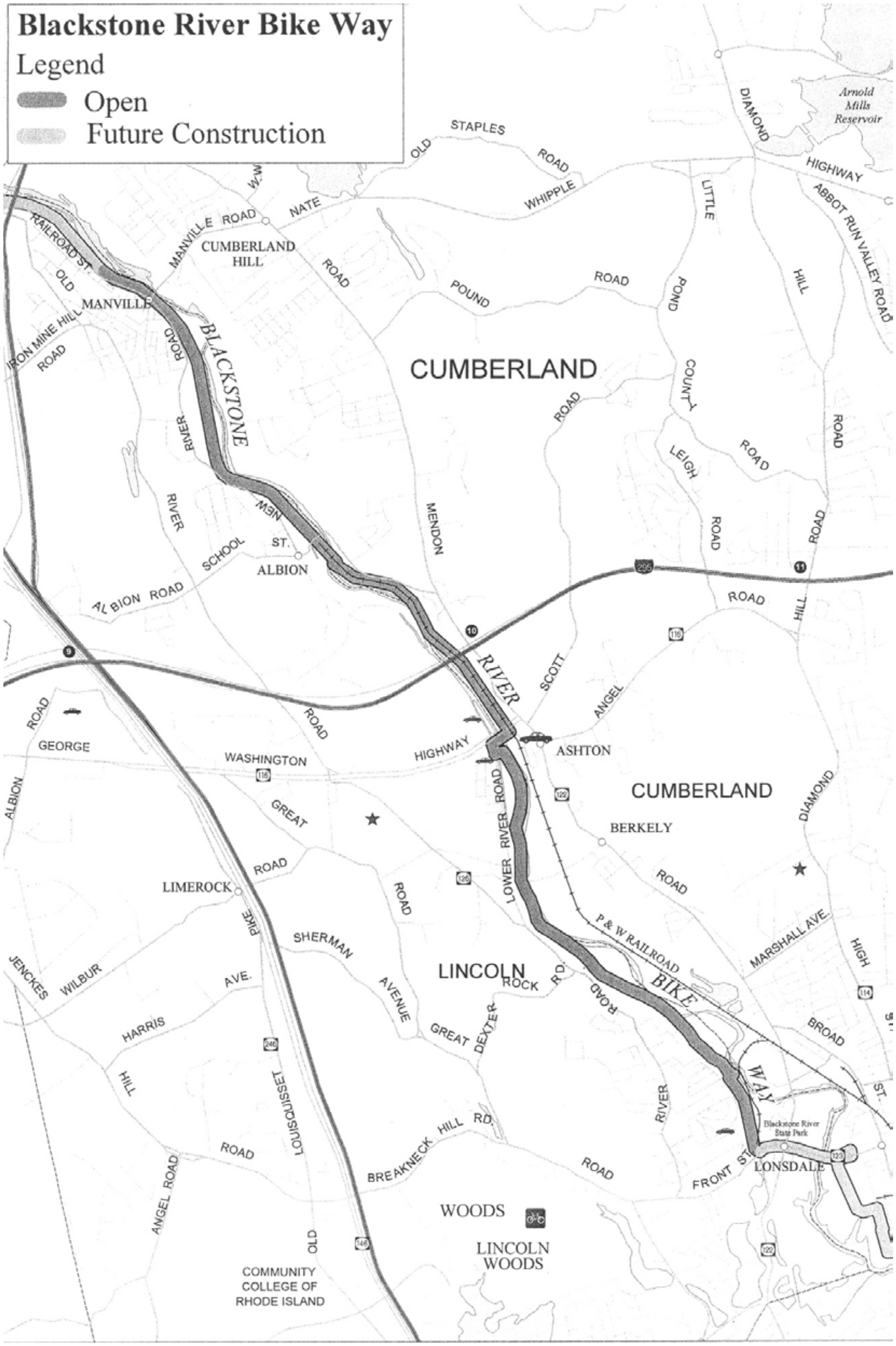
CONCLUSIONS

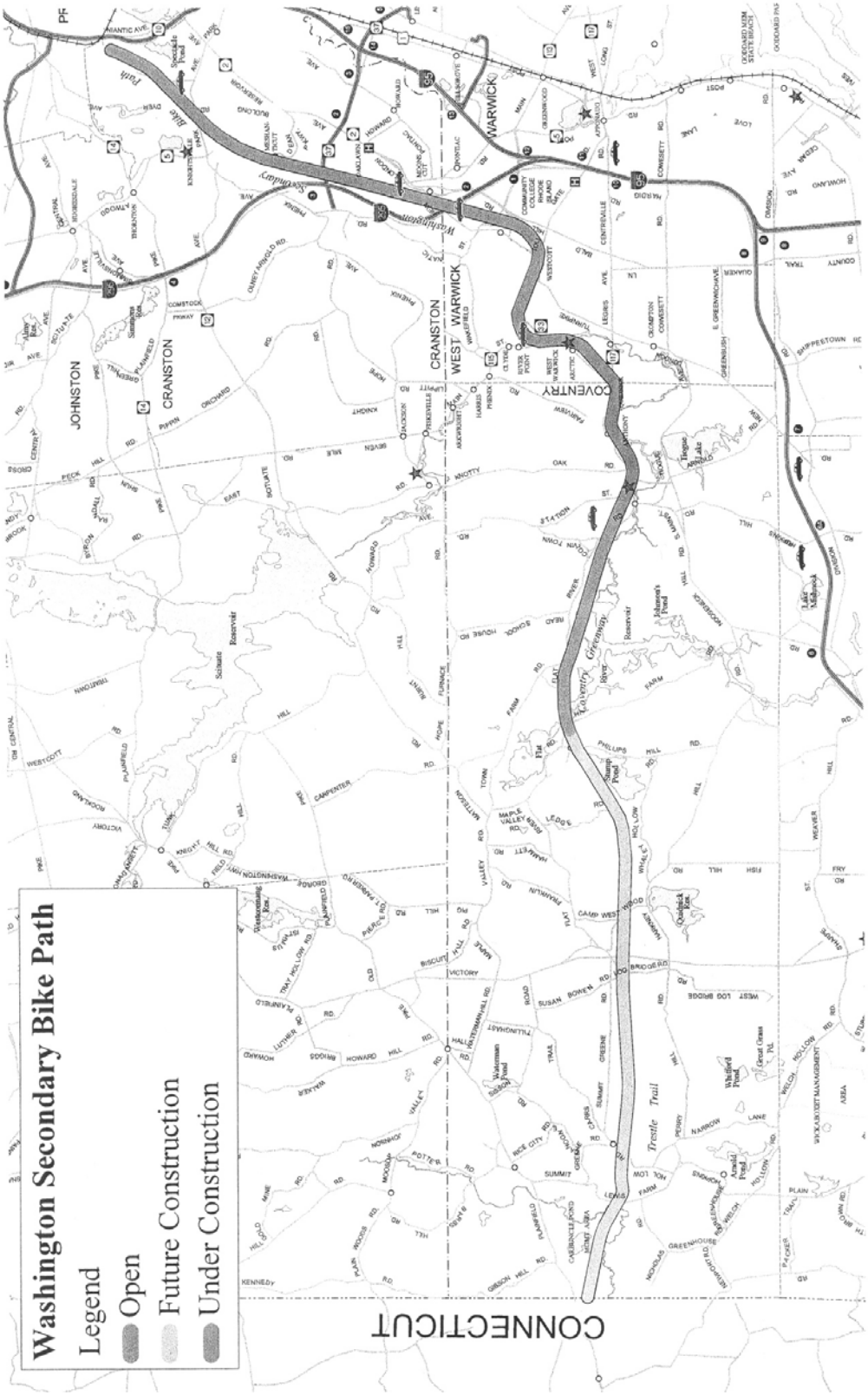
This report's findings are intended to provide local and national policy makers with an enhanced quality of bicycle and pedestrian data sources. Our objective in obtaining and analyzing this user data is to give credence to the potential for bicycle and pedestrian travel to provide mobility, reduce congestion, improve environmental quality, and promote public health. Unfortunately, it is evident from the data on bicycle commuting rates that Rhode Island's bikeways are not being used as a commuting option in significant numbers. RIDOT's proactive bicycle facility initiatives is an impetus to create a more user-friendly environment with the goal of both encouraging and promoting alternative transportation options. The low rate of commuting by bicycle is a consequence of land-use in the U.S. and the reliance of Americans on the automobile as a primary mode of transport. RIDOT's current and long-term transportation policy continues to embrace intermodalism in an effort to reduce ever increasing congestion on our roadways. What can be done to increase bike commuter rates? The answer may include further promotion of bicycling as alternative transport through publication of RIDOT's "A Guide to Cycling in the Ocean State", support of programs such as the Providence Foundation's Bike to Work and College Project funded through FHWA's Congestion, Mitigation and Air Quality Improvement Program (CMAQ), and the creation of an interconnected network of bike paths and bike "friendly" roadways that may encourage novice and experienced cyclists to commute one day or a few days per week by bicycle. On the Federal level, incentives to encourage commuting such as the Bicycle Commuter Act (S. 1093) introduced in the U.S. Senate (May, 21, 2003) would allow an employer to offer a monthly cash reimbursement to an employee who commutes to work by bicycle. This provides a tax benefit to the employer and helps defray commuting expenses for the bicyclist.

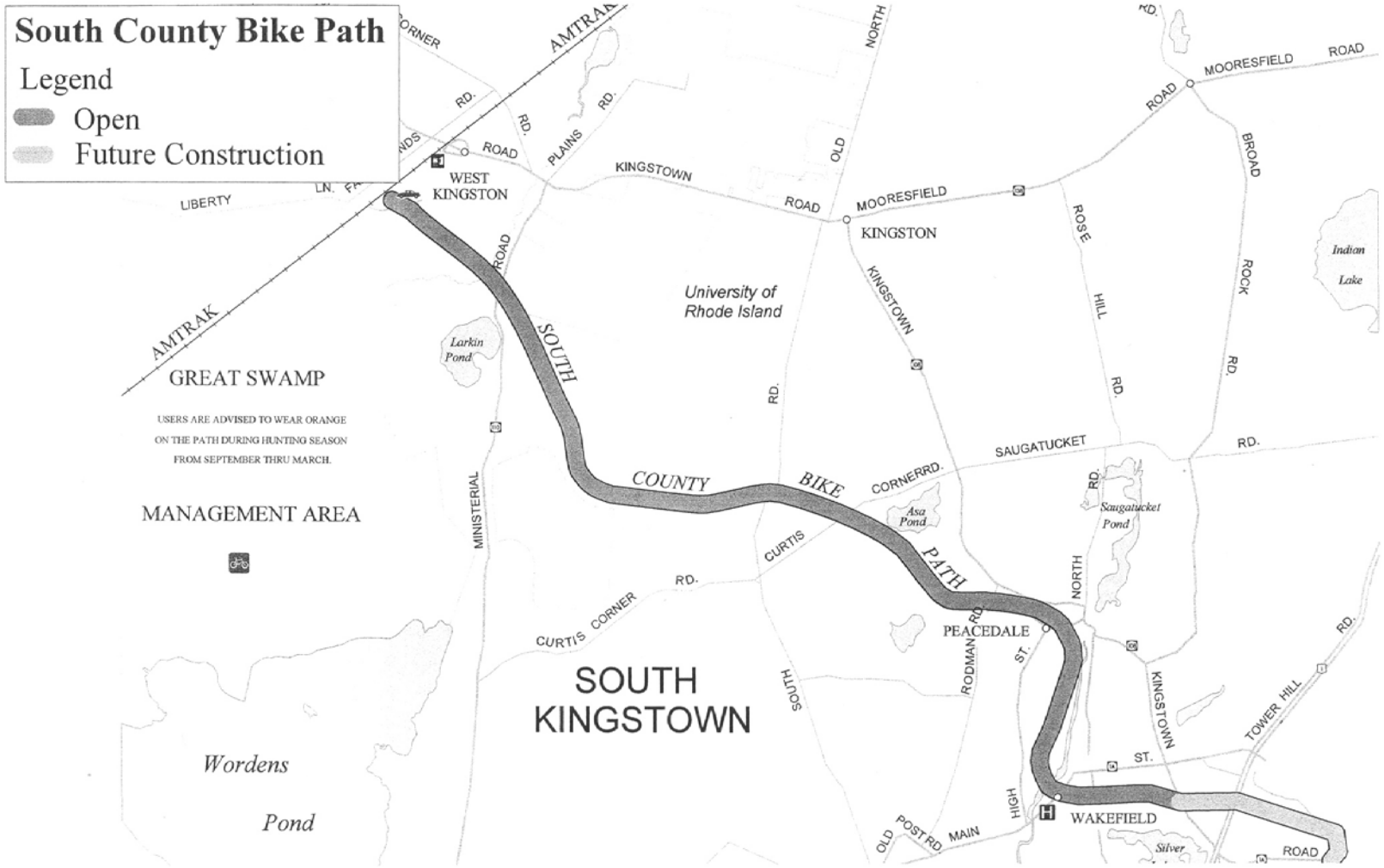
Fortunately, as indicated from the results on path usage from the 2002 survey, people are using Rhode Island's bike paths as a means to promote healthy lifestyle choices. Considering the prevalence of increasing obesity rates among children and adults nationwide, a concerted effort is needed to reach this segment of the population to use the bike paths for healthy lifestyle at practically no cost to them. Our hope is that this user survey will further the USDOT BTS goal of enhancing the quality of bicycling data, and filling data gaps with the overriding goal of bettering the potential for bicycle and pedestrian travel as viable modes of transportation.

BIKEWAY MAPS




Blackstone River Bike Way
Legend
Open
Future Construction
CUMBERLAND
CUMBERLAND
LINCOLN
BLACKSTONE
RIVER
BIKE
WAY
MANVILLE
CUMBERLAND HILL
ALBION
ASHTON
BERKELY
LIMEROCK
LONSDALE
WOODS
LINCOLN WOODS
COMMUNITY COLLEGE OF RHODE ISLAND
Arnold Mills Reservoir
Blackstone River State Park
P & W RAILROAD
STAPLES ROAD
WHIPPLE
DIAMOND HILL ROAD
HIGHWAY
ABBOT RUN VALLEY ROAD
MENDON ROAD
WASHINGTON HIGHWAY
LOWER RIVER ROAD
GREAT ROAD
SHERMAN AVENUE
LOUISQUISSET PIKE
BREAKNECK HILL RD.
FRONT ST.
MARSHALL AVE.
BROAD ST.


Washington Secondary Bike Path
Legend
Open
Future Construction
Under Construction
CONNECTICUT
CRANSTON
WEST WARWICK
WARWICK
COVENTRY
JOHNSTON
Trestle Trail


South County Bike Path
Legend
Open
Future Construction
AMTRAK
AMTRAK
WEST KINGSTON
KINGSTOWN ROAD
MOORESFIELD ROAD
KINGSTON
University of Rhode Island
SOUTH COUNTY BIKE PATH
GREAT SWAMP
USERS ARE ADVISED TO WEAR ORANGE ON THE PATH DURING HUNTING SEASON FROM SEPTEMBER THRU MARCH.
MANAGEMENT AREA
SOUTH KINGSTOWN
PEACEDALE
WAKEFIELD
Larkin Pond
Asa Pond
Saugatucket Pond
Indian Lake
Wordens Pond
Silver
CURTIS CORNER RD.
SAUGATUCKET RD.
CORNER RD.
MINISTERIAL RD.
CURTIS RD.
NORTH RD.
SOUTH RD.
RODMAN ST.
HIGH ST.
OLD POST RD
MAIN ST.
KINGSTOWN RD.
ROSE HILL RD.
BROAD ROCK RD.
TOWER HILL RD.
PLAINS RD.
OLD NORTH RD.
LIBERTY LN.

Appendix A – Newspaper Articles

BIKE PATH NEWS

Official Newsletter of the Ocean State Bike Path Association Vol. 1 No. 50 September 2002
PO Box 223 Bristol, RI 02809 Phone (401) 245-9755 E-Mail meeko@peoplepc.com

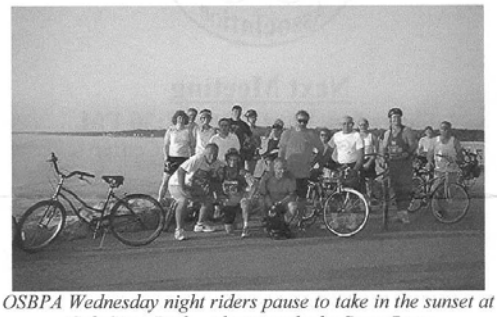
Dedicated to the safety and enjoyment of all those who use the East Bay Bike Path

2002 Bicycle Transportation User Survey

Steven C. Church, Bicycle & Pedestrian Program Coordinator for the Rhode Island Department of Transportation, in conjunction with Dr. R. Choudary Hanumara and Dr. Liliana Gonzalez of the University of Rhode Island, have undertaken a survey of bicycle path users to collect data on bicycle travel characteristics, facilities, safety and user preferences. The project is jointly sponsored by the University of Rhode Island Transportation Center (URITC) and the Rhode Island Department of Transportation (RIDOT). The survey results will assist RIDOT in planning and designing future bike paths. The results will also serve as important indicators in analyzing the benefits of increasing bicycle uses for commuting and recreational purposes, tourism promotion and promoting healthier lifestyles.

A brief "On Path Survey" is included with the newsletter. This short questionnaire will take only a few moments to complete. Once completed simply mail, or drop off in person, to: Your Bike Shop, 51 Cole Street, Warren, RI 02915. Upon receipt of the questionnaire, a follow-up survey will be sent to you via regular mail or email, at your discretion. The more comprehensive survey will take approximately 15 minutes to complete with all individual responses being combined with the responses of others and used only as summarized results. Your participation will be greatly appreciated as well as important to the planning and future for all of Rhode Island's Bike Paths.

OSBPA Meeting
Thursday, Sept. 19th -7:30 PM
Warren Town Hall Youth Center



OSBPA Wednesday night riders pause to take in the sunset at Colt State Park – photography by Steve Prew

September/October - Wednesday Night Rides

Members and their guests are invited to join Art Leland for our Wednesday night bike rides. These casual rides are approximately 15 to 20 miles in length and roughly 1 and ½ to 2 hours in duration. All ages and riding abilities are included. Everyone is welcome to join us for dinner and camaraderie afterwards. ***Please note**: we are leaving earlier as daylight has shortened. Our rides will end after October 2nd.* Riders meet at Your Bike Shop, 51 Cole Street, Warren at 5:45 PM.

Rides leave promptly at 6:00 PM.

Sept. 11th *Narragansett Terrace and Carousel*

Sept. 18th *Barrington West with Barrington Beach*

Sept. 19th *OSBPA MEETING – Be There!*

Sept. 25th *Barrington East – four towns/two hours*

Oct. 2nd *Colt State Park – a great sunset ride*

projo.com
The Providence Journal

DOT questionnaire seeks to profile bike path users

09/19/2002

By JOHN HILL
Journal Staff Writer

What are they doing out there?

When state Department of Transportation planners see hikers, bikers and skaters on the state's bikepaths, that's what they've been wondering. And with the help of the University of Rhode Island, they've decided to ask.

Volunteers went out on bikepaths in the Blackstone Valley, East Bay, West Bay and South County intermittently last month with five-question surveys about how and why people are using the state's bikepaths.

DOT supervising planner Stephen Devine said the department is trying to get a demographic profile of who is using the bikepaths and for what purposes. The last time any kind of survey of bikepath users was done was in 1996, he said, and that was limited to the East Bay path.

"It will help us with future planning of other bikepaths, knowing what the clientele is out there," Devine said.

Volunteers have been out in the various paths this summer asking people to answer five questions. They are then asked if they would be willing to have a more detailed questionnaire mailed to them at home.

R. Choudary Hanumara, a URI professor of computer science and statistics, said the hope is to get around 400 responses to the mailed questionnaire.

Devine said the polling is also intended to get a range of difference uses, such as those who ride bikes, others who may skate and those who simply walk.

If specific trends in use can be detected in the data, Devine said it may affect the design of future paths, in terms of such things as width or type of surface. It may also help in figuring out where to locate parking places along the routes, he said.

The information may also help guide state officials in determining what kind of amenities might fit in the paths and where they could be located.

When bikepaths were first suggested, there was a belief that they could serve as alternatives to driving to work or school. That idea has faded, Devine said, but the state had not actually asked path users to see how true it is.

The initial form has general questions, such as the person's age and which path the person was on that day, what they were doing on it (biking, hiking, jogging) why they used it (pleasure, exercise, commuting) and how they got there that day.

Hanumara said the second, mailed survey seeks more detailed information from users. In the 1996 study by DEM and Brown University, 52 percent of people who were sent questionnaires responded to the more detailed request for information.

The second survey asks for more specifics, such as how long the user was on the path, what seasons they use it and their feelings toward using the path for commuting.

It also lists a series of attributes and asked the person to agree or disagree with how they affect their experience on the path. The subjects there range from the sociological, such as crowds and behavior of others, to the practical, such as the levels of hills and availability of restrooms or drinking water.

Online at: http://www.projo.com/eastbay/content/projo_20020919_ebpaths.a6161.html

Appendix B – Sampling Locations

The sampling locations in each of the paths are given below.

EAST BAY

1 Veterans Parkway overlook
2 Kiosk Barrington Plaza
3 Independence Park

BLACKSTONE VALLEY

1 Front Street
2 Albion Street
3 Manviale Street

WASHINGTON SECONDARY

1 Cranston - Oaklawn Village
2 Cranston - Park Avenue
3 Warwick - East Avenue
4 West Warwick- Hay St
5 Coventry - Rte 117

SOUTH COUNTY

1 Kingston Station
2 South Road

Appendix C – Sampling Plan

The sampling locations / times / days at the different paths were chosen randomly, using the random number generator in Excel. The following sampling plan was for the month of August of 2002 – a total of four sampling weeks-, for the Blackstone River Valley Bikeway. The codes used for "day" were 1-7, 1 indicating a Monday, 2 indicating a Tuesday, and so on. The codes used for "time" were 1-3, 1 indicating that the sampling time was from 7am-11am, 2 indicating that sampling time was from 11am-3pm and so on. The number of sampling locations in the Blackstone River path were three. Hence, the coding used for locations were 1-3, 1 indicating that the sampling location was at Front Street, 2 at Albion Street and 3 at Manviale Street. For instance, looking at the first random selection for the weekdays 5-9 August, the selected random numbers were 1 for day, 2 for time and 3 for location – top box, next page-. That is, volunteers in the Blackstone River were on the path sampling on 5 August, from 11am-3pm, at Manviale Street.

BLACKSTONE RIVER - Volunteers

CODING for BLACKSTONE's SAMPLING SCHEEME

PATH	DAY - WEEK ONE	TIME	SAMPLING LOCATIONS
Blackstone	1 5-Aug	1 Morning: 7am-11am	1 Front Street
	2 6-Aug	2 Noon: 11am-3pm	2 Albion Street
	3 7-Aug	3 Afternoon:3pm-7pm	3 Manviale Street
	4 8-Aug		
	5 9-Aug		
	6 10-Aug		
	7 11-Aug		
	DAY - WEEK TWO	**DAY - WEEK THREE**	**DAY - WEEK FOUR**
	1 HOLIDAY	1 19-Aug	1 26-Aug
	2 13-Aug	2 20-Aug	2 27-Aug
	3 14-Aug	3 21-Aug	3 28-Aug
	4 15-Aug	4 22-Aug	4 29-Aug
	5 16-Aug	5 23-Aug	5 30-Aug
	6 17-Aug	6 24-Aug	6 31-Aug
	7 18-Aug	7 25-Aug	7 1-Sep

WEEK 1: August 5 - August 11

Weekdays, 5-9 August

Sampling Number	Day	Time	Sampling Locations
1	1	2	3
2	2	3	3
3	3	2	3
Weekend, 10-11 August			
4	7	2	1
5	6	3	1

WEEK 2: August 13 - August 18

Week 2: WEEKDAYS, 13-16 August

Sampling Number	Day	Time	Sampling Locations
1	4	1	3
2	3	2	1
3	4	2	3
Week 2: WEEKEND, 17-18 August			
4	7	2	3
5	6	3	1

WEEK 3: August 19 - August 25

Week 3: WEEKDAYS, 19-23 August

Sampling Number	Day	Time	Sampling Locations
1	4	3	2
2	2	1	2
3	3	3	2
Week 3: WEEKEND, 24-25 August			
4	7	1	2
5	7	1	1

WEEK 4: August 26 - September 1

Week 4: WEEKDAYS, 26-30 August

Sampling Number	Day	Time	Sampling Locations
1	4	3	3
2	5	2	3
3	4	2	2
Week 4: WEEKEND, 31 Aug-1 Sept			
4	6	1	1
5	6	3	1

Appendix D – On Path Questionnaire

On Path Survey

In an effort to better understand the use of the Rhode Island Bikeways and to help in the future development of other bike paths in Rhode Island, the Department of Transportation and the University of Rhode Island Transportation Center are implementing a survey of path users. Please take time to fill out this short questionnaire.

1. What bikeway are you using today?
   - ‘ East Bay Bicycle Path
   - ‘ Blackstone River Bikeway
   - ‘ Washington Secondary Bicycle Path (Cranston, Warwick, West Warwick, Coventry Greenway)
   - ‘ South County

2. How are you using the path today?
   - ‘ bicycle
   - ‘ walking
   - ‘ jogging
   - ‘ rollerblading
   - ‘ scooters
   - ‘ wheelchair
   - ‘ handcycles
   - ‘ other: _____

3. Why did you choose to use the path today?
   - ‘ commuting
   - ‘ health / exercise
   - ‘ recreation
   - ‘ run errands/shopping
   - ‘ other: _____

4. How did you get to the path today?
   - ‘ motor vehicle
   - ‘ walked/jogged
   - ‘ bicycle
   - ‘ rollerblade / in-line skates
   - ‘ wheelchair
   - ‘ other: _____

5. How many people from each of the following age categories are on the path with you today (including yourself)?

   (*please write the number of people from each age group*)

   ___ 15 and under
   ___ 16 to 35
   ___ 36 to 45
   ___ 46 to 65
   ___ over 65

We would like to learn even more about your use and your opinions of the RI Bikeways, but we don't want to interrupt your ride or walk any further. Therefore, we would like to send you a follow-up survey to be completed at your convenience. Would you be willing to give us your name and address so we can mail you a follow-up survey?

Name:

_____

Street:

_____

City: State: Zip Code:

_____

Email:

_____

How would you like us to send you the more comprehensive survey?
- ‘ Postage paid addressed envelope
- ‘ Electronically

THANK YOU VERY MUCH

Appendix E – Cover Letter and Off Path Questionnaire

August 15, 2002

Dear Bicycle Path User,

The bicycle path survey is jointly sponsored by the University of Rhode Island Transportation Center (URITC) and the Rhode Island Department of Transportation (RIDOT). This survey of bicycle path users will collect data on bicycle travel characteristics, facilities, safety, and user preference. The results of this survey project will assist RIDOT in planning and designing future bike paths. The results will also serve as important indicators in analyzing the benefits of increasing bicycle use for commuting and recreational purposes, tourism promotion, and promoting healthier lifestyles.

The RIDOT 2002 Bicycle Transportation User Survey Form is enclosed. The survey will take about 15 minutes to complete, and a self-addressed and stamped envelope is enclosed. We will combine individual responses with the responses of others and use only summarized results. If you have any questions about the survey, please feel free to contact:

Drs. R.C. Hanumara or Liliana Gonzalez
University of Rhode Island
401-874- 2701

In addition, you may contact,
Office of Vice Provost for Research
University of Rhode Island
401-874-4328

Thank you for taking time to complete this survey.

Sincerely,

R. Choudary Hanumara
Liliana Gonzalez

R.Choudary Hanumara
Liliana Gonzalez
University of Rhode Island

Steven C. Church
Bicycle & Pedestrian Program Coordinator
RI Department of Transportation

BIKE PATH USER QUESTIONNAIRE

Rhode Island Department of Transportation
and
University of Rhode Island

PLEASE COMPLETE THE FOLLOWING QUESTIONNAIRE IN TERMS OF YOUR INDIVIDUAL USE OF THE BIKE PATH

Section 1 - Path Usage

In this section, we want to understand how the Rhode Island bike paths are used. In the questions that ask you to estimate time or distance, please try to be as accurate as possible.

1. Please select the bike path you use most often.
   - ❑ East Bay Bicycle Path
   - ❑ Blackstone River Bikeway
   - ❑ Washington Secondary Bicycle Path (Cranston, Warwick, West Warwick and Coventry Greenway)
   - ❑ South County Bicycle Path

2. How do you usually travel to and from the path?
   - ❑ motor vehicle
   - ❑ on foot
   - ❑ bicycle
   - ❑ rollerblade / in-line skates
   - ❑ wheelchair
   - ❑ other: _____

3. What activities do you participate in on the path? (check all that apply)
   - ❑ walk
   - ❑ jog
   - ❑ rollerblade / in-line skates
   - ❑ bicycle
   - ❑ cross-country ski
   - ❑ wheelchair
   - ❑ other: _____

   3a. If the bike path did not exist, would you still participate in these activities?
   - ❑ yes
   - ❑ no

   3b. Do you regularly wear a helmet while on a bicycle or using or operating a skateboard, rollerblades, scooter or in-line skates?
   - ❑ yes
   - ❑ no
   - ❑ not applicable

4. During a typical outing, how many miles do you travel on the path (***round trip***)?
   - ❑ 0 to 3 miles
   - ❑ 4 to 7 miles
   - ❑ 8 to 12 miles
   - ❑ more than 12 miles

5. How long do you typically stay on the path?
   - ❑ less than an hour
   - ❑ 1 to 2 hrs
   - ❑ more than 2 hrs

6. During what seasons (if any) do you use the path on a regular basis? (check all that apply)
   - ❑ Winter (Dec to Feb)
   - ❑ Spring (Mar to May)
   - ❑ Summer (Jun to Aug)
   - ❑ Fall (Sep to Nov)
   - ❑ none - not a regular user

7. When do you usually use the path? (check all that apply)
   - ❑ weekday mornings
   - ❑ weekday lunchtime
   - ❑ weekday afternoons
   - ❑ weekday evenings
   - ❑ weekends

8. About how many days have you visited a bike path in the last full year?
   - ❑ 0 to 10 times
   - ❑ 11 to 20 times
   - ❑ 21 to 30 times
   - ❑ more than 30 times

9. What are your reasons for using the path? (check all that apply)
   - ❑ recreation
   - ❑ health / exercise
   - ❑ commute to work / school
   - ❑ run errands / shopping
   - ❑ other: _____

10. Do you view the bike paths as a mean to promote healthy lifestyle choices?
    - ❑ yes
    - ❑ no

Section 2 - Commuting - defined as to / from work / school

The following questions are concerned with bike paths as alternative transportation facilities and their role in reducing traffic and congestion.

1. What is the approximate distance of your commute (***one way***)?
   ___ miles

2. Have you commuted by walking or bicycling in the last year?
   - ❑ yes (*please answer the following*)
   - ❑ no (*please go to question 3*)

   2a. How often have you commuted by bicycle or foot in the last year?
   - ❑ almost always (more than 80%)
   - ❑ regularly (40 to 80%)
   - ❑ sometimes (20 to 40%)
   - ❑ rarely (less than 20%)

   2b. Have you used any of the bike paths to do part / all of your commute at any time during the last year?
   - ❑ yes
   - ❑ no

   2c. For what reasons do you commute by bicycle or foot? (check all that apply)
   - ❑ health / exercise
   - ❑ environmental reasons
   - ❑ saves time
   - ❑ saves money
   - ❑ avoids traffic
   - ❑ don't own a car
   - ❑ other: _____

   2d. What season(s) do you regularly commute via bicycle / foot?
   - ❑ Winter (Dec to Feb)
   - ❑ Spring (Mar to May)
   - ❑ Summer (Jun to Aug)
   - ❑ Fall (Sep to Nov)
   - ❑ not a regular commuter

3. What prevents you from commuting by bicycle or foot? (check all that apply)
   - ❑ bad weather
   - ❑ distance
   - ❑ narrow shoulders / high traffic volume
   - ❑ not enough time
   - ❑ no facilities (bike racks, showers) at my workplace
   - ❑ concerned about crime / dangerous neighborhoods
   - ❑ health problems
   - ❑ other: _____
   - ❑ not applicable

4. Would you consider using the *Rack & Ride* service available on RIPTA buses as part of your commute, if facilities (bike racks, showers) were available at your workplace?
   - ❑ yes, definitely
   - ❑ maybe
   - ❑ definitely not

5. If you have school-age children, do they use any of the bike paths as part of their trip to / from school?
   - ❑ yes
   - ❑ no
   - ❑ not applicable

Section 3 - Infrastructure / Operations / Maintenance

In this section, we would like to determine what you think about the bike paths in Rhode Island and what we might do to make the paths more enjoyable for you.

1. To what extent do you feel the following are problems on the bike path? Please circle the appropriate number.

		(*please circle a number*)				
		strongly disagree				**strongly agree**
a.	too crowded	1	2	3	4	5
b.	conflicts with other activities	1	2	3	4	5
c.	reckless behavior of users	1	2	3	4	5
d.	trail width	1	2	3	4	5
e.	intersections w/motor vehicles	1	2	3	4	5

		(*please circle a number*)				
		strongly disagree				**strongly agree**
f.	users not following **walk on** left protocol	1	2	3	4	5
g.	trail vandalism	1	2	3	4	5
h.	personal safety	1	2	3	4	5
i.	litter and glass	1	2	3	4	5
j.	availability of restrooms	1	2	3	4	5
k.	availability of drinking water	1	2	3	4	5
l.	availability of trail direction signs	1	2	3	4	5
m.	availability of parking at access points	1	2	3	4	5
n.	availability of information (maps, etc)	1	2	3	4	5
o.	availability of places to rest (benches, etc)	1	2	3	4	5
p.	other _____	1	2	3	4	5
q.	other _____	1	2	3	4	5

2. The following items are some traits that people consider desirable parts of bicycle paths. Please circle the number that indicates how important each trait is to you.

		(*please circle a number*)				
		not important				**very important**
a.	level grades (no hills)	1	2	3	4	5
b.	smooth surface on bike paths	1	2	3	4	5
c.	smooth surface on bridges	1	2	3	4	5
d.	natural surroundings	1	2	3	4	5
e.	quiet settings	1	2	3	4	5
f.	wildlife and birds	1	2	3	4	5
g.	safe traffic crossings	1	2	3	4	5
h.	non-motorized vehicles	1	2	3	4	5
i.	varied surroundings	1	2	3	4	5
j.	many activities allowed	1	2	3	4	5
k.	conveniently located	1	2	3	4	5
l.	fishing / boating access	1	2	3	4	5
m.	access to places I want to commute	1	2	3	4	5
n.	other: _____	1	2	3	4	5

3. Do you think that the following items would be enhancements to the bike paths? Please indicate your support for these possible additions.

		(*please circle a number*)				
		do not support				**strongly support**
a.	police on bicycle patrols	1	2	3	4	5
b.	benches for resting	1	2	3	4	5
c.	restrooms	1	2	3	4	5
d.	interpretive signs (wildlife, historic areas)	1	2	3	4	5
e.	emergency phones	1	2	3	4	5
f.	water fountains	1	2	3	4	5
g.	security cameras in parking areas	1	2	3	4	5

4. Do you think the construction of bike paths is a worthwhile use of your tax dollars?
   - ❑ yes
   - ❑ no

Section 4 - Economic Impact

This section deals with the economic impact of the bike path upon local businesses.

1. While on a bike path, how often do you stop at a store near the path?
   - ❑ almost always
   - ❑ about half the time
   - ❑ rarely
   - ❑ never
   - ❑ no businesses nearby
   - ❑ not applicable

2. What types of items have you purchased? (check all that apply)
   - ❑ food / drink
   - ❑ recreational accessories
   - ❑ gifts / souvenirs
   - ❑ groceries
   - ❑ household items
   - ❑ other: _____
   - ❑ none

3. On average, how much do you spend in stores near a bike path during a regular outing?
   - ❑ $0
   - ❑ $1 to $5
   - ❑ $ 6 to $10
   - ❑ more than $10

4. Has the existence of bike paths influenced your purchasing of recreational equipment for yourself or your family?
   - ❑ yes
   - ❑ no

5. Have you ever rented a bicycle to ride on a path?
   - ❑ yes
   - ❑ no

6. If you are a tourist, did the existence of the bike paths in Rhode Island influence your decision to visit the State?
   - ❑ yes
   - ❑ no
   - ❑ not a tourist

7. Would you consider the proximity to a bike path an important consideration when buying a home?
   - ❑ yes
   - ❑ no

Section 5: General Information about Yourself

1. What is your gender?
   - ❑ male
   - ❑ female

2. What is your age? Indicate category.
   - ❑ 15 and under
   - ❑ 16 to 35
   - ❑ 36 to 45
   - ❑ 46 to 65
   - ❑ over 65

3. Where do you live?

   City _____

   State _____

4. Has your use of the bike path helped you to maintain a healthy lifestyle?
   - ❑ yes
   - ❑ no

Please use the following space for any additional comments.

Please send this completed questionnaire in the self-addressed envelope provided. Thanks Again For Your Help!

Appendix F – Analysis of On Path Survey

The full "On Path" questionnaire was given in Appendix D. The analysis of the "On Path Survey" was performed using the statistical software SAS (Statistical Analysis Systems), version 9. Results are summarized in table form. Some of the tables use a one-way classification (classified by a single characteristic) and others, a two-way classification (classification uses two characteristics).

The analysis was carried out in the order in which questions were given in the questionnaire. For clarity, the corresponding question in the questionnaire is given prior to the table displaying the results. For example, the following table corresponds to answers given to the first question of the on-path survey. This table is called a one-way table (classified by a single characteristic: path). The information provided in the table are frequencies –counts- and percent frequencies. That is, numbers in the first line of the table below say that, 271 path users from the Blackstone Bikeway answered the on-path questionnaire and that the 271 corresponds to 20.70 percent of the total sample (271/1309).

An example of a two-way table is given in the analysis of results for the second question of the on-path survey. The table is called a two-way table because counts are based on classifying respondents using two characteristics: path and usage of path. The two way tables provide additional information when compared to the one way table described above. The first line in each cell corresponds to counts when the data is classified by the two chosen characteristics, the second line gives the overall percentage, the third line corresponds to row percentages, and the last line to column percentages. Let us consider the cell located at the top left corner of the table at the bottom of page 48. The first line contains the number 83 which indicates that 83 of Blackstone respondents were using the path for bicycling. The second number in the cell indicates that 83 corresponds to 6.34 percent (83/1309) of the total sample. The third number in the cell indicates that 30.63 percent (83/271) of the respondents in the Blackstone River Bikeway were using the path for bicycling. The last entry in the cell indicates that from the path users who use the path for bicycling, 13.11 percent (83/633) were in the Blackstone Bikeway.

Question 1 – What bikeway are you using today?

Q1 What bikeway are you using today?

path	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Blackstone	271	20.70	271	20.70
EastBay	405	30.94	676	51.64
SouthCounty	342	26.13	1018	77.77
Washington	291	22.23	1309	100.00

Question 2 – How are you using the path today?

Table of path by use

path(Q1 What bikeway are you using today?) use(Q2, How are you using the path today?)

Frequency Percent Row Pct Col Pct	bicycle	hand-cycles	jogging	scooters	skating	walking	wheel-chair	other	Total
Blackstone	83	0	23	2	18	140	2	3	271
	6.34	0.00	1.76	0.15	1.38	10.70	0.15	0.23	20.70
	30.63	0.00	8.49	0.74	6.64	51.66	0.74	1.11	
	13.11	0.00	31.08	40.00	11.76	33.18	33.33	33.33	
EastBay	202	6	10	1	31	149	2	4	405
	15.43	0.46	0.76	0.08	2.37	11.38	0.15	0.31	30.94
	49.88	1.48	2.47	0.25	7.65	36.79	0.49	0.99	
	31.91	85.71	13.51	20.00	20.26	35.31	33.33	44.44	
SouthCounty	205	0	27	2	74	32	1	1	342
	15.66	0.00	2.06	0.15	5.65	2.44	0.08	0.08	26.13
	59.94	0.00	7.89	0.58	21.64	9.36	0.29	0.29	
	32.39	0.00	36.49	40.00	48.37	7.58	16.67	11.11	
Washington	143	1	14	0	30	101	1	1	291
	10.92	0.08	1.07	0.00	2.29	7.72	0.08	0.08	22.23
	49.14	0.34	4.81	0.00	10.31	34.71	0.34	0.34	
	22.59	14.29	18.92	0.00	19.61	23.93	16.67	11.11	
Total	633	7	74	5	153	422	6	9	1309
	48.36	0.53	5.65	0.38	11.69	32.24	0.46	0.69	100.00

Question 3 – Reason for using path today: Commuting (0=No, 1=Yes)

Table of path by q3commut

path(Q1 What bikeway are you using today?)
q3commut(Q3, Reason for using path - Commuting: 0-no, 1-yes)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	266	5	271
	20.32	0.38	20.70
	98.15	1.85	
	21.13	10.00	
EastBay	384	21	405
	29.34	1.60	30.94
	94.81	5.19	
	30.50	42.00	
SouthCounty	329	13	342
	25.13	0.99	26.13
	96.20	3.80	
	26.13	26.00	
Washington	280	11	291
	21.39	0.84	22.23
	96.22	3.78	
	22.24	22.00	
Total	1259	50	1309
	96.18	3.82	100.00

Question 3 – Reason for using path today: Health/Exercise (0=No, 1=Yes)

Table of path by q3health

path(Q1 What bikeway are you using today?)
q3health(Q3, Reason for using path - Health/Exerc: 0-no, 1-yes)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	39	232	271
	2.98	17.72	20.70
	14.39	85.61	
	12.62	23.20	
EastBay	120	285	405
	9.17	21.77	30.94
	29.63	70.37	
	38.83	28.50	
SouthCounty	77	265	342
	5.88	20.24	26.13
	22.51	77.49	
	24.92	26.50	
Washington	73	218	291
	5.58	16.65	22.23
	25.09	74.91	
	23.62	21.80	
Total	309	1000	1309
	23.61	76.39	100.00

Question 3 – Reason for using path today: Recreation (0=No, 1=Yes)

Table of path by q3recr

path(Q1 What bikeway are you using today?)
q3recr(Q3, Reason for using path - Recreation: 0-no, 1-yes)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	197	74	271
	15.05	5.65	20.70
	72.69	27.31	
	26.16	13.31	
EastBay	191	214	405
	14.59	16.35	30.94
	47.16	52.84	
	25.37	38.49	
SouthCounty	198	144	342
	15.13	11.00	26.13
	57.89	42.11	
	26.29	25.90	
Washington	167	124	291
	12.76	9.47	22.23
	57.39	42.61	
	22.18	22.30	
Total	753	556	1309
	57.52	42.48	100.00

Question 3 – Reason for using path today: Run Errands/Shopping (0=No, 1=Yes)

Table of path by q3errand

path(Q1 What bikeway are you using today?)
q3errand(Q3, Reason for using path - Errands: 0-no, 1-yes)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	270	1	271
	20.63	0.08	20.70
	99.63	0.37	
	21.00	4.35	
EastBay	392	13	405
	29.95	0.99	30.94
	96.79	3.21	
	30.48	56.52	
SouthCounty	339	3	342
	25.90	0.23	26.13
	99.12	0.88	
	26.36	13.04	
Washington	285	6	291
	21.77	0.46	22.23
	97.94	2.06	
	22.16	26.09	
Total	1286	23	1309
	98.24	1.76	100.00

Question 4 – How did you get to the path today?

getpath	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Rollerblades	15	1.15	15	1.15
bicycle	329	25.13	344	26.28
car	761	58.14	1105	84.42
walk	194	14.82	1299	99.24
wheelchair	4	0.31	1303	99.54
other	6	0.46	1309	100.00

How did you get to the path today? – classified by path

Table of path by getpath

path(Q1 What bikeway are you using today?)
getpath(Q4, How did you get to the path today?)

Frequency Percent Row Pct Col Pct	Roller-blades	bicycle	car	walk	wheel-chair	other	Total
Blackstone	1	44	183	42	1	0	271
	0.08	3.36	13.98	3.21	0.08	0.00	20.70
	0.37	16.24	67.53	15.50	0.37	0.00	
	6.67	13.37	24.05	21.65	25.00	0.00	
EastBay	4	75	233	90	1	2	405
	0.31	5.73	17.80	6.88	0.08	0.15	30.94
	0.99	18.52	57.53	22.22	0.25	0.49	
	26.67	22.80	30.62	46.39	25.00	33.33	
SouthCounty	9	121	192	16	1	3	342
	0.69	9.24	14.67	1.22	0.08	0.23	26.13
	2.63	35.38	56.14	4.68	0.29	0.88	
	60.00	36.78	25.23	8.25	25.00	50.00	
Washington	1	89	153	46	1	1	291
	0.08	6.80	11.69	3.51	0.08	0.08	22.23
	0.34	30.58	52.58	15.81	0.34	0.34	
	6.67	27.05	20.11	23.71	25.00	16.67	
Total	15	329	761	194	4	6	1309
	1.15	25.13	58.14	14.82	0.31	0.46	100.00

Question 5 - How many people from each of the following age categories are on the path with you today (including yourself)?

Variable	Label
under15	Q5, How many people 15 or under are with you today?
age1635	Q5, How many people 16-35 years old are with you today?
age3645	Q5, How many people 36-45 years old are with you today?
age4665	Q5, How many people 46-65 years old are with you today?
over65	Q5, How many people over 65 years old are with you today?

--------- Bicycle Path=EastBay ---------

Variable	Total
under15	114
age1635	155
age3645	167
age4665	229
over65	65

--------- Bicycle Path=SouthCounty ---------

Variable	Total
under15	204
age1635	193
age3645	198
age4665	187
over65	21

------ Bicycle Path=Blackstone ------

Variable	Total
under15	94
age1635	101
age3645	75
age4665	134
over65	76

-------- Bicycle Path=Washington --------

Variable	Total
under15	98
age1635	139
age3645	105
age4665	120
over65	35

-------- Overall totals ----------

Variable	Sum
under15	510
age1635	588
age3645	545
age4665	670
over65	197

We would like to learn more about your use and your opinions of the RI Bikeways, but we don't want to interrupt your ride or walk any further. Therefore, we would like to send you a follow-up survey to be completed at your convenience. Would you be willing to give us your name and address so we can mail you a follow-up survey?

Table of path by contact

path(Q1 What bikeway are you using today?)
contact(Would you be willing to give to complete an off path survey?)

Frequency Percent Row Pct Col Pct	Postal	Email	Incorr Email	No Resp	Total
Blackstone	175	74	5	17	271
	13.37	5.65	0.38	1.30	20.70
	64.58	27.31	1.85	6.27	
	26.24	17.09	17.86	9.39	
EastBay	178	139	19	69	405
	13.60	10.62	1.45	5.27	30.94
	43.95	34.32	4.69	17.04	
	26.69	32.10	67.86	38.12	
SouthCounty	154	135	0	53	342
	11.76	10.31	0.00	4.05	26.13
	45.03	39.47	0.00	15.50	
	23.09	31.18	0.00	29.28	
Washington	160	85	4	42	291
	12.22	6.49	0.31	3.21	22.23
	54.98	29.21	1.37	14.43	
	23.99	19.63	14.29	23.20	
Total	667	433	28	181	1309
	50.95	33.08	2.14	13.83	100.00

Appendix G –Analysis of Off Path Survey

The full "Off Path" questionnaire was given in Appendix E. The analysis of the "Off Path Survey" was performed using the statistical software SAS (Statistical Analysis Systems), version 9. Results are summarized in table form. Some of the tables use a one-way classification (classified by a single characteristic) and others, a two-way classification (classification uses two characteristics).

The analysis was carried out in the order in which questions were given in the questionnaire. For clarity, the corresponding question in the questionnaire is given prior to the table displaying the results. For example, the table at the top of the next page corresponds to answers given to the first question of the off-path survey. This table is called a one-way table (classified by a single characteristic: path). The information provided in the table are frequencies –counts- and percent frequencies. That is, numbers in the first line of the table describe responses corresponding to the Blackstone Bikeway. The first entry in the line, 142, indicates the total number of responses from Blackstone and 20.64 percent (142/688) corresponds to responses as percentage of the total number of responses.

An example of a two-way table is given in the analysis of results for the question 1.2 of the on-path survey (bottom of next page). The table is called a two-way table because counts are based on classifying respondents using two characteristics: path and mean of transportation to/from path. The first line in each cell corresponds to counts when the data is classified by the two chosen characteristics, the second line gives the overall percentage, the third line corresponds to row percentages, and the last line to column percentages. Let us consider the cell located at the top left of the table. The first line contains the number 52 which indicates that 52 of Blackstone respondents travel to/from path by bicycle. The second number in the cell indicates that 52 corresponds to 7.56 percent (52/688) of the total response. The third number in the cell indicates that 36.62 percent (52/142) of the respondents in the Blackstone River Bikeway travel to/from path by bicycle. The last entry in the cell indicates that from the respondents who travel to/from path by bicycle, 30.95 percent (52/168) were in the Blackstone Bikeway.

Section 1 - Path Usage

Question 1.1 - Number of Respondents by Path

Path	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Blackstone	142	20.64	142	20.64
EastBay	244	35.47	386	56.10
SouthCounty	141	20.49	527	76.60
Washington	157	22.82	684	99.42
No Resp	4	0.58	688	100.00

Question 1.2 - Mean of transportation to/from path

Table of Path by Travel

Path(Bicycle Path) Travel(**Q1.2, how do you travel to/from path?**)

Frequency Percent Row Pct Col Pct	bicycle	car	skates	walk	other	Total
Blackstone	52	74	1	14	1	142
	7.56	10.76	0.15	2.03	0.15	20.64
	36.62	52.11	0.70	9.86	0.70	
	30.95	17.92	16.67	14.43	25.00	
EastBay	49	150	2	42	1	244
	7.12	21.80	0.29	6.10	0.15	35.47
	20.08	61.48	0.82	17.21	0.41	
	29.17	36.32	33.33	43.30	25.00	
SouthCounty	51	67	0	22	1	141
	7.41	9.74	0.00	3.20	0.15	20.49
	36.17	47.52	0.00	15.60	0.71	
	30.36	16.22	0.00	22.68	25.00	
Washington	16	118	3	19	1	157
	2.33	17.15	0.44	2.76	0.15	22.82
	10.19	75.16	1.91	12.10	0.64	
	9.52	28.57	50.00	19.59	25.00	
No Resp	0	4	0	0	0	4
	0.00	0.58	0.00	0.00	0.00	0.58
	0.00	100.00	0.00	0.00	0.00	
	0.00	0.97	0.00	0.00	0.00	
Total	168	413	6	97	4	688
	24.42	60.03	0.87	14.10	0.58	100.00

Question 1.3 - Activity on Path : Walking (0=No, 1=Yes)

Table of Path by qu13walk

Path(Bicycle Path)
qu13walk(Q1.3, **Activity on path - Walk: 0-no, 1-yes**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	87 12.66 61.27 29.69	55 8.01 38.73 13.96	142 20.67
EastBay	123 17.90 50.62 41.98	120 17.47 49.38 30.46	243 35.37
SouthCounty	50 7.28 35.46 17.06	91 13.25 64.54 23.10	141 20.52
Washington	31 4.51 19.75 10.58	126 18.34 80.25 31.98	157 22.85
No Resp	2 0.29 50.00 0.68	2 0.29 50.00 0.51	4 0.58
Total	293 42.65	394 57.35	687 100.00

Frequency Missing = 1

Question 1.3 - Activity on Path : Jogging (0=No, 1=Yes)

Table of Path by qu13jog

Path(Bicycle Path)
qu13jog(Q1.3, **Activity on path - Jog: 0-no, 1-yes**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	107	35	142
	15.57	5.09	20.67
	75.35	24.65	
	19.31	26.32	
EastBay	208	35	243
	30.28	5.09	35.37
	85.60	14.40	
	37.55	26.32	
SouthCounty	108	33	141
	15.72	4.80	20.52
	76.60	23.40	
	19.49	24.81	
Washington	128	29	157
	18.63	4.22	22.85
	81.53	18.47	
	23.10	21.80	
No Resp	3	1	4
	0.44	0.15	0.58
	75.00	25.00	
	0.54	0.75	
Total	554	133	687
	80.64	19.36	100.00

Frequency Missing = 1

Question 1.3 - Activity on Path : Skating (0=No, 1=Yes)

Table of Path by qu13rb

Path(Bicycle Path)
qu13rb(Q1.3, **Activity on path - Skate: 0-no, 1-yes**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	82	60	142
	11.94	8.73	20.67
	57.75	42.25	
	15.68	36.59	
EastBay	193	50	243
	28.09	7.28	35.37
	79.42	20.58	
	36.90	30.49	
SouthCounty	112	29	141
	16.30	4.22	20.52
	79.43	20.57	
	21.41	17.68	
Washington	132	25	157
	19.21	3.64	22.85
	84.08	15.92	
	25.24	15.24	
No Resp	4	0	4
	0.58	0.00	0.58
	100.00	0.00	
	0.76	0.00	
Total	523	164	687
	76.13	23.87	100.00

Frequency Missing = 1

Question 1.3 - Activity on Path : Bicycling (0=No, 1=Yes)

Table of Path by qu13bike

Path(Bicycle Path)
qu13bike(Q1.3, **Activity on path - Bicycle: 0-no, 1-yes**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	22	120	142
	3.20	17.47	20.67
	15.49	84.51	
	11.52	24.19	
EastBay	52	191	243
	7.57	27.80	35.37
	21.40	78.60	
	27.23	38.51	
SouthCounty	38	103	141
	5.53	14.99	20.52
	26.95	73.05	
	19.90	20.77	
Washington	77	80	157
	11.21	11.64	22.85
	49.04	50.96	
	40.31	16.13	
No Resp	2	2	4
	0.29	0.29	0.58
	50.00	50.00	
	1.05	0.40	
Total	191	496	687
	27.80	72.20	100.00

Frequency Missing = 1

Question 1.3 - Activity on Path : Cross Country Skiing (0=No, 1=Yes)

Table of Path by qu13xcski

Path(Bicycle Path)
qu13xcski(Q1.3, **Activity on path - Cross country ski: 0-no, 1-yes**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	126	16	142
	18.34	2.33	20.67
	88.73	11.27	
	19.12	57.14	
EastBay	237	6	243
	34.50	0.87	35.37
	97.53	2.47	
	35.96	21.43	
SouthCounty	137	4	141
	19.94	0.58	20.52
	97.16	2.84	
	20.79	14.29	
Washington	155	2	157
	22.56	0.29	22.85
	98.73	1.27	
	23.52	7.14	
No Resp	4	0	4
	0.58	0.00	0.58
	100.00	0.00	
	0.61	0.00	
Total	659	28	687
	95.92	4.08	100.00

Frequency Missing = 1

Question 1.3 - Activity on Path : Wheelchair (0=No, 1=Yes)

Table of Path by qu13wc

Path(Bicycle Path)
qu13wc(Q1.3, **Activity on path - Wheelchair: 0-no, 1-yes**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	142 20.67 100.00 20.76	0 0.00 0.00 0.00	142 20.67
EastBay	242 35.23 99.59 35.38	1 0.15 0.41 33.33	243 35.37
SouthCounty	141 20.52 100.00 20.61	0 0.00 0.00 0.00	141 20.52
Washington	155 22.56 98.73 22.66	2 0.29 1.27 66.67	157 22.85
No Resp	4 0.58 100.00 0.58	0 0.00 0.00 0.00	4 0.58
Total	684 99.56	3 0.44	687 100.00

Frequency Missing = 1

Question 1.3 - Activity on Path : Other (0=No, 1=Yes)

Table of Path by qu13other

Path(Bicycle Path)
qu13other(Q1.3, **Activity on path - Other**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	136 19.80 95.77 20.48	6 0.87 4.23 26.09	142 20.67
EastBay	234 34.06 96.30 35.24	9 1.31 3.70 39.13	243 35.37
SouthCounty	139 20.23 98.58 20.93	2 0.29 1.42 8.70	141 20.52
Washington	151 21.98 96.18 22.74	6 0.87 3.82 26.09	157 22.85
No Resp	4 0.58 100.00 0.60	0 0.00 0.00 0.00	4 0.58
Total	664 96.65	23 3.35	687 100.00

Frequency Missing = 1

Question 1.3a – If the bike path did not exist, would you still participate in these activities? (0=No, 1=Yes)

Table of Path by qu13a

Path(Bicycle Path)
qu13a(Q1.3a, **Would you participate in activities if there was no path?**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	16	126	142
	2.33	18.34	20.67
	11.27	88.73	
	16.33	21.39	
EastBay	33	210	243
	4.80	30.57	35.37
	13.58	86.42	
	33.67	35.65	
SouthCounty	23	118	141
	3.35	17.18	20.52
	16.31	83.69	
	23.47	20.03	
Washington	26	131	157
	3.78	19.07	22.85
	16.56	83.44	
	26.53	22.24	
No Resp	0	4	4
	0.00	0.58	0.58
	0.00	100.00	
	0.00	0.68	
Total	98	589	687
	14.26	85.74	100.00

Frequency Missing = 1

Question 1.3b - Do you regularly wear a helmet while on a bicycle or using or operating a skateboard, rollerblades, scooter or inline skates?

Table of Path by Helmet

Path(Bicycle Path)
Helmet(Q1.3b, **Do you wear a helmet?**)

Frequency Percent Row Pct Col Pct	No	Yes	No Appl	No Resp	Total
Blackstone	50	4	88	0	142
	7.27	0.58	12.79	0.00	20.64
	35.21	2.82	61.97	0.00	
	21.83	23.53	20.23	0.00	
EastBay	78	5	161	0	244
	11.34	0.73	23.40	0.00	35.47
	31.97	2.05	65.98	0.00	
	34.06	29.41	37.01	0.00	
SouthCounty	55	1	84	1	141
	7.99	0.15	12.21	0.15	20.49
	39.01	0.71	59.57	0.71	
	24.02	5.88	19.31	14.29	
Washington	45	6	102	4	157
	6.54	0.87	14.83	0.58	22.82
	28.66	3.82	64.97	2.55	
	19.65	35.29	23.45	57.14	
No Resp	1	1	0	2	4
	0.15	0.15	0.00	0.29	0.58
	25.00	25.00	0.00	50.00	
	0.44	5.88	0.00	28.57	
Total	229	17	435	7	688
	33.28	2.47	63.23	1.02	100.00

Question 1.4 – During a typical outing, how many miles do you travel on the path (round trip)?

Table of Path by TravPath

Path(Bicycle Path) TravPath(Q1.4, **How many miles do you travel on path?**)

Frequency Percent Row Pct Col Pct	0-3 mi	4-7 mi	8-12 mi	> 12 mi	No Resp	Total
Blackstone	14	56	65	7	0	142
	2.03	8.14	9.45	1.02	0.00	20.64
	9.86	39.44	45.77	4.93	0.00	
	9.27	25.93	38.69	4.61	0.00	
EastBay	45	54	37	107	1	244
	6.54	7.85	5.38	15.55	0.15	35.47
	18.44	22.13	15.16	43.85	0.41	
	29.80	25.00	22.02	70.39	100.00	
SouthCounty	28	42	41	30	0	141
	4.07	6.10	5.96	4.36	0.00	20.49
	19.86	29.79	29.08	21.28	0.00	
	18.54	19.44	24.40	19.74	0.00	
Washington	61	64	25	7	0	157
	8.87	9.30	3.63	1.02	0.00	22.82
	38.85	40.76	15.92	4.46	0.00	
	40.40	29.63	14.88	4.61	0.00	
No Resp	3	0	0	1	0	4
	0.44	0.00	0.00	0.15	0.00	0.58
	75.00	0.00	0.00	25.00	0.00	
	1.99	0.00	0.00	0.66	0.00	
Total	151	216	168	152	1	688
	21.95	31.40	24.42	22.09	0.15	100.00

Question 1.5 – How long do you typically stay on the path?

Table of Path by Time

Path(Bicycle Path)
Time(Q1.5, **How long do you typically stay on the path?**)

Frequency Percent Row Pct Col Pct	< 1 hr	1-2 hrs	> 2 hrs	No Resp	Total
Blackstone	59	76	7	0	142
	8.58	11.05	1.02	0.00	20.64
	41.55	53.52	4.93	0.00	
	32.78	19.14	6.36	0.00	
EastBay	39	124	81	0	244
	5.67	18.02	11.77	0.00	35.47
	15.98	50.82	33.20	0.00	
	21.67	31.23	73.64	0.00	
SouthCounty	31	97	13	0	141
	4.51	14.10	1.89	0.00	20.49
	21.99	68.79	9.22	0.00	
	17.22	24.43	11.82	0.00	
Washington	51	98	8	0	157
	7.41	14.24	1.16	0.00	22.82
	32.48	62.42	5.10	0.00	
	28.33	24.69	7.27	0.00	
No Resp	0	2	1	1	4
	0.00	0.29	0.15	0.15	0.58
	0.00	50.00	25.00	25.00	
	0.00	0.50	0.91	100.00	
Total	180	397	110	1	688
	26.16	57.70	15.99	0.15	100.00

Question 1.6 – Do you use the path regularly in the Winter? (0=No, 1=Yes)

Table of Path by qu16win

Path(Bicycle Path)
qu16win(Q1.6, **Do you use the path regularly in Winter?**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	105	37	142
	15.26	5.38	20.64
	73.94	26.06	
	20.87	20.00	
EastBay	180	64	244
	26.16	9.30	35.47
	73.77	26.23	
	35.79	34.59	
SouthCounty	103	38	141
	14.97	5.52	20.49
	73.05	26.95	
	20.48	20.54	
Washington	111	46	157
	16.13	6.69	22.82
	70.70	29.30	
	22.07	24.86	
No Resp	4	0	4
	0.58	0.00	0.58
	100.00	0.00	
	0.80	0.00	
Total	503	185	688
	73.11	26.89	100.00

Question 1.6 – Do you use the path regularly in the Spring? (0=No, 1=Yes)

Table of Path by qu16spr

Path(Bicycle Path)
qu16spr(Q1.6, **Do you use the path regularly in Spring**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	16	126	142
	2.33	18.31	20.64
	11.27	88.73	
	16.67	21.28	
EastBay	55	189	244
	7.99	27.47	35.47
	22.54	77.46	
	57.29	31.93	
SouthCounty	9	132	141
	1.31	19.19	20.49
	6.38	93.62	
	9.38	22.30	
Washington	15	142	157
	2.18	20.64	22.82
	9.55	90.45	
	15.63	23.99	
No Resp	1	3	4
	0.15	0.44	0.58
	25.00	75.00	
	1.04	0.51	
Total	96	592	688
	13.95	86.05	100.00

Question 1.6 – Do you use the path regularly in the Summer? (0=No, 1=Yes)

Table of Path by qu16sum

Path(Bicycle Path)
qu16sum(Q1.6, **Do you use the path regularly in Summer**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	13	129	142
	1.89	18.75	20.64
	9.15	90.85	
	24.07	20.35	
EastBay	29	215	244
	4.22	31.25	35.47
	11.89	88.11	
	53.70	33.91	
SouthCounty	5	136	141
	0.73	19.77	20.49
	3.55	96.45	
	9.26	21.45	
Washington	6	151	157
	0.87	21.95	22.82
	3.82	96.18	
	11.11	23.82	
No Resp	1	3	4
	0.15	0.44	0.58
	25.00	75.00	
	1.85	0.47	
Total	54	634	688
	7.85	92.15	100.00

Question 1.6 – Do you use the path regularly in the Fall? (0=No, 1=Yes)

Table of Path by qu16fall

Path(Bicycle Path)
qu16fall(Q1.6, **Do you use the path regularly in Fall**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	15	127	142
	2.18	18.46	20.64
	10.56	89.44	
	17.24	21.13	
EastBay	43	201	244
	6.25	29.22	35.47
	17.62	82.38	
	49.43	33.44	
SouthCounty	12	129	141
	1.74	18.75	20.49
	8.51	91.49	
	13.79	21.46	
Washington	14	143	157
	2.03	20.78	22.82
	8.92	91.08	
	16.09	23.79	
No Resp	3	1	4
	0.44	0.15	0.58
	75.00	25.00	
	3.45	0.17	
Total	87	601	688
	12.65	87.35	100.00

Question 1.7– Do you usually use the path on weekday mornings? (0=No, 1=Yes)

Table of Path by qu17am

Path(Bicycle Path)
qu17am(Q1.7, **Do you use the path on weekdays in the mornings?**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	76 11.05 53.52 21.97	66 9.59 46.48 19.30	142 20.64
EastBay	134 19.48 54.92 38.73	110 15.99 45.08 32.16	244 35.47
SouthCounty	77 11.19 54.61 22.25	64 9.30 45.39 18.71	141 20.49
Washington	56 8.14 35.67 16.18	101 14.68 64.33 29.53	157 22.82
No Resp	3 0.44 75.00 0.87	1 0.15 25.00 0.29	4 0.58
Total	346 50.29	342 49.71	688 100.00

Question 1.7– Do you usually use the path on weekday lunchtime? (0=No, 1=Yes)

Table of Path by qu17lun

Path(Bicycle Path)
qu17lun(Q1.7, **Do you use the path on weekdays at lunchtime?)**

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	129	13	142
	18.75	1.89	20.64
	90.85	9.15	
	20.74	19.70	
EastBay	220	24	244
	31.98	3.49	35.47
	90.16	9.84	
	35.37	36.36	
SouthCounty	128	13	141
	18.60	1.89	20.49
	90.78	9.22	
	20.58	19.70	
Washington	141	16	157
	20.49	2.33	22.82
	89.81	10.19	
	22.67	24.24	
No Resp	4	0	4
	0.58	0.00	0.58
	100.00	0.00	
	0.64	0.00	
Total	622	66	688
	90.41	9.59	100.00

Question 1.7– Do you usually use the path on weekday afternoons? (0=No, 1=Yes)

Table of Path by qu17pm

Path(Bicycle Path)
qu17pm(Q1.7, **Do you use the path on weekdays in the afternoons?**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	86 12.50 60.56 19.41	56 8.14 39.44 22.86	142 20.64
EastBay	165 23.98 67.62 37.25	79 11.48 32.38 32.24	244 35.47
SouthCounty	85 12.35 60.28 19.19	56 8.14 39.72 22.86	141 20.49
Washington	104 15.12 66.24 23.48	53 7.70 33.76 21.63	157 22.82
No Resp	3 0.44 75.00 0.68	1 0.15 25.00 0.41	4 0.58
Total	443 64.39	245 35.61	688 100.00

Question 1.7– Do you usually use the path on weekday evenings? (0=No, 1=Yes)

Table of Path by qu17eve

Path(Bicycle Path)
qu17eve(Q1.7, **Do you use the path on weekdays in the evenings?**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	90 13.08 63.38 19.91	52 7.56 36.62 22.03	142 20.64
EastBay	171 24.85 70.08 37.83	73 10.61 29.92 30.93	244 35.47
SouthCounty	79 11.48 56.03 17.48	62 9.01 43.97 26.27	141 20.49
Washington	110 15.99 70.06 24.34	47 6.83 29.94 19.92	157 22.82
No Resp	2 0.29 50.00 0.44	2 0.29 50.00 0.85	4 0.58
Total	452 65.70	236 34.30	688 100.00

Question 1.7– Do you usually use the path on weekends? (0=No, 1=Yes)

Table of Path by qu17we

Path(Bicycle Path)
qu17we(**Q1.7, Do you use the path in the weekends?**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	31	111	142
	4.51	16.13	20.64
	21.83	78.17	
	17.71	21.64	
EastBay	57	187	244
	8.28	27.18	35.47
	23.36	76.64	
	32.57	36.45	
SouthCounty	37	104	141
	5.38	15.12	20.49
	26.24	73.76	
	21.14	20.27	
Washington	48	109	157
	6.98	15.84	22.82
	30.57	69.43	
	27.43	21.25	
No Resp	2	2	4
	0.29	0.29	0.58
	50.00	50.00	
	1.14	0.39	
Total	175	513	688
	25.44	74.56	100.00

Question 1.8 – About how many days have you visited a bike path in the last full year?

Table of Path by Visits

Path(Bicycle Path)
Visits(Q1.8, **How many times did you visit the path in the last year?**)

Frequency Percent Row Pct Col Pct	0 - 10	11 - 20	21 - 30	> 30	No Resp	Total
Blackstone	21	21	28	72	0	142
	3.05	3.05	4.07	10.47	0.00	20.64
	14.79	14.79	19.72	50.70	0.00	
	19.44	20.59	28.28	19.05	0.00	
EastBay	56	47	27	113	1	244
	8.14	6.83	3.92	16.42	0.15	35.47
	22.95	19.26	11.07	46.31	0.41	
	51.85	46.08	27.27	29.89	100.00	
SouthCounty	11	17	21	92	0	141
	1.60	2.47	3.05	13.37	0.00	20.49
	7.80	12.06	14.89	65.25	0.00	
	10.19	16.67	21.21	24.34	0.00	
Washington	19	16	22	100	0	157
	2.76	2.33	3.20	14.53	0.00	22.82
	12.10	10.19	14.01	63.69	0.00	
	17.59	15.69	22.22	26.46	0.00	
No Resp	1	1	1	1	0	4
	0.15	0.15	0.15	0.15	0.00	0.58
	25.00	25.00	25.00	25.00	0.00	
	0.93	0.98	1.01	0.26	0.00	
Total	108	102	99	378	1	688
	15.70	14.83	14.39	54.94	0.15	100.00

Question 1.9 – Do you use the path for recreation? (0=No, 1=Yes)

Table of Path by qu19rec

Path(Bicycle Path)
qu19rec(Q1.9, **Do you use the path for recreation?**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	29	113	142
	4.22	16.45	20.67
	20.42	79.58	
	16.29	22.20	
EastBay	45	198	243
	6.55	28.82	35.37
	18.52	81.48	
	25.28	38.90	
SouthCounty	40	101	141
	5.82	14.70	20.52
	28.37	71.63	
	22.47	19.84	
Washington	62	95	157
	9.02	13.83	22.85
	39.49	60.51	
	34.83	18.66	
No Resp	2	2	4
	0.29	0.29	0.58
	50.00	50.00	
	1.12	0.39	
Total	178	509	687
	25.91	74.09	100.00

Frequency Missing = 1

Question 1.9 – Do you use the path for health/exercise? (0=No, 1=Yes)

Table of Path by qu19he

Path(Bicycle Path)
qu19he(Q1.9, **Do you use the path for health/exercise?**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	6	136	142
	0.87	19.80	20.67
	4.23	95.77	
	15.79	20.96	
EastBay	15	228	243
	2.18	33.19	35.37
	6.17	93.83	
	39.47	35.13	
SouthCounty	11	130	141
	1.60	18.92	20.52
	7.80	92.20	
	28.95	20.03	
Washington	6	151	157
	0.87	21.98	22.85
	3.82	96.18	
	15.79	23.27	
No Resp	0	4	4
	0.00	0.58	0.58
	0.00	100.00	
	0.00	0.62	
Total	38	649	687
	5.53	94.47	100.00

Frequency Missing = 1

Question 1.9 – Do you use the path for commuting to work/school? (0=No, 1=Yes)

Table of Path by qu19com

Path(Bicycle Path)
qu19com(Q1.9, **Do you use the path for commuting to work/school?**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	135 19.65 95.07 20.27	7 1.02 4.93 33.33	142 20.67
EastBay	238 34.64 97.94 35.74	5 0.73 2.06 23.81	243 35.37
SouthCounty	136 19.80 96.45 20.42	5 0.73 3.55 23.81	141 20.52
Washington	153 22.27 97.45 22.97	4 0.58 2.55 19.05	157 22.85
No Resp	4 0.58 100.00 0.60	0 0.00 0.00 0.00	4 0.58
Total	666 96.94	21 3.06	687 100.00

Frequency Missing = 1

Question 1.9 – Do you use the path to run errands/shopping? (0=No, 1=Yes)

Table of Path by qu19shop

Path(Bicycle Path)
qu19shop(Q1.9, **Do you use the path for errands/shopping?**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	138	4	142
	20.09	0.58	20.67
	97.18	2.82	
	21.10	12.12	
EastBay	229	14	243
	33.33	2.04	35.37
	94.24	5.76	
	35.02	42.42	
SouthCounty	128	13	141
	18.63	1.89	20.52
	90.78	9.22	
	19.57	39.39	
Washington	155	2	157
	22.56	0.29	22.85
	98.73	1.27	
	23.70	6.06	
No Resp	4	0	4
	0.58	0.00	0.58
	100.00	0.00	
	0.61	0.00	
Total	654	33	687
	95.20	4.80	100.00

Frequency Missing = 1

Question 1.9 – Do you use the path for other reasons? (0=No, 1=Yes)

Table of Path by qu19other

Path(Bicycle Path)
qu19other(Q1.9, **Do you use the path for other reasons?**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	133	9	142
	19.39	1.31	20.70
	93.66	6.34	
	20.52	23.68	
EastBay	227	16	243
	33.09	2.33	35.42
	93.42	6.58	
	35.03	42.11	
SouthCounty	132	8	140
	19.24	1.17	20.41
	94.29	5.71	
	20.37	21.05	
Washington	152	5	157
	22.16	0.73	22.89
	96.82	3.18	
	23.46	13.16	
No Resp	4	0	4
	0.58	0.00	0.58
	100.00	0.00	
	0.62	0.00	
Total	648	38	686
	94.46	5.54	100.00

Frequency Missing = 2

Question 1.10 – Do you view the bike paths as a mean to promote healthy lifestyle choices? (0=No, 1=Yes)

Table of Path by qu11Ohls

Path(Bicycle Path)
qu11Ohls(Q1.10, **Do you view paths as a way to promote a healthy lifestyle?**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	0	142	142
	0.00	20.70	20.70
	0.00	100.00	
	0.00	20.82	
EastBay	2	242	244
	0.29	35.28	35.57
	0.82	99.18	
	50.00	35.48	
SouthCounty	1	139	140
	0.15	20.26	20.41
	0.71	99.29	
	25.00	20.38	
Washington	1	156	157
	0.15	22.74	22.89
	0.64	99.36	
	25.00	22.87	
No Resp	0	3	3
	0.00	0.44	0.44
	0.00	100.00	
	0.00	0.44	
Total	4	682	686
	0.58	99.42	100.00

Frequency Missing = 2

Section 2 - Commuting

Question 2.1 – What is the approximate distance of your commute (*one way)*?

Variable: qu21dist (Q2.1, **Approximate distance of your commute (one way)**)

Moments

N	415	Sum Weights	415
Mean	11.7622289	Sum Observations	4881.325
Std Deviation	12.972535	Variance	168.286663
Skewness	2.13680713	Kurtosis	6.47563793
Uncorrected SS	127085.941	Corrected SS	69670.6786
Coeff Variation	110.289768	Std Error Mean	0.6367967

Basic Statistical Measures

Location		Variability	
Mean	11.76223	Std Deviation	12.97253
Median	8.00000	Variance	168.28666
Mode	10.00000	Range	90.00000
		Interquartile Range	12.00000

Quantile	Estimate
100% Max	90
99%	60
95%	35
90%	30
75% Q3	15
50% Median	8
25% Q1	3
10%	1
5%	0
1%	0
0% Min	0

Question 2.2 – Have you commuted by walking or bicycling in the last year? (0=No, 1=Yes)

Table of Path by qu22

Path(Bicycle Path)
qu22(Q2.2, **Commuted by walking or bicycling in the last year?**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	100	28	128
	17.51	4.90	22.42
	78.13	21.88	
	21.19	28.28	
EastBay	171	32	203
	29.95	5.60	35.55
	84.24	15.76	
	36.23	32.32	
SouthCounty	96	21	117
	16.81	3.68	20.49
	82.05	17.95	
	20.34	21.21	
Washington	105	18	123
	18.39	3.15	21.54
	85.37	14.63	
	22.25	18.18	
Total	472	99	571
	82.66	17.34	100.00

Frequency Missing = 12

Question 2.2a – How often have you commuted by bicycle or foot in the last year?

Table of Path by qu22a

Path(Bicycle Path)
qu22a(Q2.2a, **How often have you commuted by bicycle or foot in the last year?**)

Frequency Percent Row Pct Col Pct	<20%	20-40%	40-80%	>80%	Total
Blackstone	12	4	4	8	28
	12.12	4.04	4.04	8.08	28.28
	42.86	14.29	14.29	28.57	
	31.58	22.22	21.05	33.33	
EastBay	9	6	9	8	32
	9.09	6.06	9.09	8.08	32.32
	28.13	18.75	28.13	25.00	
	23.68	33.33	47.37	33.33	
SouthCounty	9	5	2	5	21
	9.09	5.05	2.02	5.05	21.21
	42.86	23.81	9.52	23.81	
	23.68	27.78	10.53	20.83	
Washington	8	3	4	3	18
	8.08	3.03	4.04	3.03	18.18
	44.44	16.67	22.22	16.67	
	21.05	16.67	21.05	12.50	
Total	38	18	19	24	99
	38.38	18.18	19.19	24.24	100.00

Frequency Missing = 484

Question 2.2b – Have you used the any of the bike paths to do part / all of your commute at any time during the last year? (0=No, 1=Yes)

Table of Path by qu22b

Path(Bicycle Path)
qu22b(Q2.2b, **Have you use any of the bikepaths for commuting in the last year?**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	13	15	28
	13.13	15.15	28.28
	46.43	53.57	
	27.08	29.41	
EastBay	18	14	32
	18.18	14.14	32.32
	56.25	43.75	
	37.50	27.45	
SouthCounty	7	14	21
	7.07	14.14	21.21
	33.33	66.67	
	14.58	27.45	
Washington	10	8	18
	10.10	8.08	18.18
	55.56	44.44	
	20.83	15.69	
Total	48	51	99
	48.48	51.52	100.00

Frequency Missing = 484

Question 2.2c – Is 'health / exercise' a reason for you to commute by bicycle or foot? (0=No, 1=Yes)

Table of Path by qu22che

Path(Bicycle Path)
qu22che(Q2.2c, **Reason - Health/Exercise: 0-no, 1-yes**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	5	23	28
	5.05	23.23	28.28
	17.86	82.14	
	27.78	28.40	
EastBay	7	25	32
	7.07	25.25	32.32
	21.88	78.13	
	38.89	30.86	
SouthCounty	1	20	21
	1.01	20.20	21.21
	4.76	95.24	
	5.56	24.69	
Washington	5	13	18
	5.05	13.13	18.18
	27.78	72.22	
	27.78	16.05	
Total	18	81	99
	18.18	81.82	100.00

Frequency Missing = 484

Question 2.2c – Are 'environmental concerns' a reason for you to commute by bicycle or foot? (0=No, 1=Yes)

Table of Path by qu22cer

Path(Bicycle Path)
qu22cer(Q2.2c, **Reason - Environmental: 0-no, 1-yes**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	25	3	28
	25.25	3.03	28.28
	89.29	10.71	
	26.60	60.00	
EastBay	31	1	32
	31.31	1.01	32.32
	96.88	3.13	
	32.98	20.00	
SouthCounty	21	0	21
	21.21	0.00	21.21
	100.00	0.00	
	22.34	0.00	
Washington	17	1	18
	17.17	1.01	18.18
	94.44	5.56	
	18.09	20.00	
Total	94	5	99
	94.95	5.05	100.00

Frequency Missing = 484

Question 2.2c – Is 'saving time' a reason for you to commute by bicycle or foot? (0=No, 1=Yes)

Table of Path by qu22cst

Path(Bicycle Path)
qu22cst(Q2.2c, **Reason - Saves Time: 0-no, 1-yes**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	23	5	28
	23.23	5.05	28.28
	82.14	17.86	
	32.86	17.24	
EastBay	17	15	32
	17.17	15.15	32.32
	53.13	46.88	
	24.29	51.72	
SouthCounty	15	6	21
	15.15	6.06	21.21
	71.43	28.57	
	21.43	20.69	
Washington	15	3	18
	15.15	3.03	18.18
	83.33	16.67	
	21.43	10.34	
Total	70	29	99
	70.71	29.29	100.00

Frequency Missing = 484

Question 2.2c – Is 'saving money' a reason for you to commute by bicycle or foot? (0=No, 1=Yes)

Table of Path by qu22csm

Path(Bicycle Path)
qu22csm(Q2.2c, **Reason - Saves Money: 0-no, 1-yes**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	23	5	28
	23.23	5.05	28.28
	82.14	17.86	
	28.05	29.41	
EastBay	26	6	32
	26.26	6.06	32.32
	81.25	18.75	
	31.71	35.29	
SouthCounty	15	6	21
	15.15	6.06	21.21
	71.43	28.57	
	18.29	35.29	
Washington	18	0	18
	18.18	0.00	18.18
	100.00	0.00	
	21.95	0.00	
Total	82	17	99
	82.83	17.17	100.00

Frequency Missing = 484

Question 2.2c – Is 'avoiding traffic' a reason for you to commute by bicycle or foot? (0=No, 1=Yes)

Table of Path by qu22cat

Path(Bicycle Path)
qu22cat(Q2.2c, **Reason - Avoids Traffic: 0-no, 1-yes**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	20	8	28
	20.20	8.08	28.28
	71.43	28.57	
	27.40	30.77	
EastBay	20	12	32
	20.20	12.12	32.32
	62.50	37.50	
	27.40	46.15	
SouthCounty	16	5	21
	16.16	5.05	21.21
	76.19	23.81	
	21.92	19.23	
Washington	17	1	18
	17.17	1.01	18.18
	94.44	5.56	
	23.29	3.85	
Total	73	26	99
	73.74	26.26	100.00

Frequency Missing = 484

Question 2.2c – Is 'not owning a car' a reason for you to commute by bicycle or foot? (0=No, 1=Yes)

Table of Path by qu22cdoc

Path(Bicycle Path)
qu22cdoc(Q2.2c, **Reason - Do not Own a Car: 0-no, 1-yes**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	19	9	28
	19.19	9.09	28.28
	67.86	32.14	
	29.69	25.71	
EastBay	22	10	32
	22.22	10.10	32.32
	68.75	31.25	
	34.38	28.57	
SouthCounty	10	11	21
	10.10	11.11	21.21
	47.62	52.38	
	15.63	31.43	
Washington	13	5	18
	13.13	5.05	18.18
	72.22	27.78	
	20.31	14.29	
Total	64	35	99
	64.65	35.35	100.00

Frequency Missing = 484

Question 2.2d – Do you regularly commute via bicycle / foot in Winter? (0=No, 1=Yes)

Table of Path by qu22dwin

Path(Bicycle Path)
qu22dwin(Q2.2c, **Season - Winter: 0-no, 1-yes**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	22	6	28
	22.22	6.06	28.28
	78.57	21.43	
	26.83	35.29	
EastBay	27	5	32
	27.27	5.05	32.32
	84.38	15.63	
	32.93	29.41	
SouthCounty	19	2	21
	19.19	2.02	21.21
	90.48	9.52	
	23.17	11.76	
Washington	14	4	18
	14.14	4.04	18.18
	77.78	22.22	
	17.07	23.53	
Total	82	17	99
	82.83	17.17	100.00

Frequency Missing = 484

Question 2.2d – Do you regularly commute via bicycle / foot in Spring? (0=No, 1=Yes)

Table of Path by qu22dspr

Path(Bicycle Path)
qu22dspr(Q2.2c, **Season - Spring: 0-no, 1-yes**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	21	7	28
	21.21	7.07	28.28
	75.00	25.00	
	28.77	26.92	
EastBay	22	10	32
	22.22	10.10	32.32
	68.75	31.25	
	30.14	38.46	
SouthCounty	16	5	21
	16.16	5.05	21.21
	76.19	23.81	
	21.92	19.23	
Washington	14	4	18
	14.14	4.04	18.18
	77.78	22.22	
	19.18	15.38	
Total	73	26	99
	73.74	26.26	100.00

Frequency Missing = 484

Question 2.2d – Do you regularly commute via bicycle / foot in Summer? (0=No, 1=Yes)

Table of Path by qu22dsum

Path(Bicycle Path)
qu22dsum(**Q2.2c, Season - Summer: 0-no, 1-yes**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	11	17	28
	11.11	17.17	28.28
	39.29	60.71	
	31.43	26.56	
EastBay	9	23	32
	9.09	23.23	32.32
	28.13	71.88	
	25.71	35.94	
SouthCounty	7	14	21
	7.07	14.14	21.21
	33.33	66.67	
	20.00	21.88	
Washington	8	10	18
	8.08	10.10	18.18
	44.44	55.56	
	22.86	15.63	
Total	35	64	99
	35.35	64.65	100.00

Frequency Missing = 484

Question 2.2d – Do you regularly commute via bicycle / foot in Fall? (0=No, 1=Yes)

Table of Path by qu22dfall

Path(Bicycle Path)
qu22dfall(**Q2.2c, Season - Fall: 0-no, 1-yes**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	9	19	28
	9.09	19.19	28.28
	32.14	67.86	
	33.33	26.39	
EastBay	8	24	32
	8.08	24.24	32.32
	25.00	75.00	
	29.63	33.33	
SouthCounty	3	18	21
	3.03	18.18	21.21
	14.29	85.71	
	11.11	25.00	
Washington	7	11	18
	7.07	11.11	18.18
	38.89	61.11	
	25.93	15.28	
Total	27	72	99
	27.27	72.73	100.00

Frequency Missing = 484

Question 2.3 – Does 'bad weather' prevent you from commuting by bicycle or foot? (0=No, 1=Yes)

Table of Path by qu23bw

Path(Bicycle Path)
qu23bw(Q2.3, **Prevents from commuting by foot/bike - Bad Weather: 0-no, 1-yes**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	111	17	128
	19.68	3.01	22.70
	86.72	13.28	
	22.89	21.52	
EastBay	170	31	201
	30.14	5.50	35.64
	84.58	15.42	
	35.05	39.24	
SouthCounty	99	18	117
	17.55	3.19	20.74
	84.62	15.38	
	20.41	22.78	
Washington	105	13	118
	18.62	2.30	20.92
	88.98	11.02	
	21.65	16.46	
Total	485	79	564
	85.99	14.01	100.00

Frequency Missing = 19

Question 2.3 – Does 'distance' prevent you from commuting by bicycle or foot? (0=No, 1=Yes)

Table of Path by qu23dist

Path(Bicycle Path)
qu23dist(Q2.3, **Prevents from commuting by foot/bike - Distance: 0-no, 1-yes**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	70 12.41 54.69 21.02	58 10.28 45.31 25.11	128 22.70
EastBay	129 22.87 64.18 38.74	72 12.77 35.82 31.17	201 35.64
SouthCounty	56 9.93 47.86 16.82	61 10.82 52.14 26.41	117 20.74
Washington	78 13.83 66.10 23.42	40 7.09 33.90 17.32	118 20.92
Total	333 59.04	231 40.96	564 100.00

Frequency Missing = 19

Question 2.3 – Does 'narrow shoulders / high traffic volume' prevent you from commuting by bicycle or foot? (0=No, 1=Yes)

Table of Path by qu23ns

Path(Bicycle Path)
qu23ns(Q2.3, **Prevents from commuting by foot/bike - Narrow Shoulders/Traffic: 0-no, 1-yes**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	100	28	128
	17.73	4.96	22.70
	78.13	21.88	
	22.08	25.23	
EastBay	170	31	201
	30.14	5.50	35.64
	84.58	15.42	
	37.53	27.93	
SouthCounty	86	31	117
	15.25	5.50	20.74
	73.50	26.50	
	18.98	27.93	
Washington	97	21	118
	17.20	3.72	20.92
	82.20	17.80	
	21.41	18.92	
Total	453	111	564
	80.32	19.68	100.00

Frequency Missing = 19

Question 2.3 – Does 'not having enough time' prevent you from commuting by bicycle or foot? (0=No, 1=Yes)

Table of Path by qu23time

Path(Bicycle Path)
qu23time(Q2.3, **Prevents from commuting by foot/bike - Not Enough Time: 0-no, 1-yes**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	94	34	128
	16.67	6.03	22.70
	73.44	26.56	
	21.46	26.98	
EastBay	156	45	201
	27.66	7.98	35.64
	77.61	22.39	
	35.62	35.71	
SouthCounty	92	25	117
	16.31	4.43	20.74
	78.63	21.37	
	21.00	19.84	
Washington	96	22	118
	17.02	3.90	20.92
	81.36	18.64	
	21.92	17.46	
Total	438	126	564
	77.66	22.34	100.00

Frequency Missing = 19

Question 2.3 – Does 'no facilities at my work place' prevent you from commuting by bicycle or foot? (0=No, 1=Yes)

Table of Path by qu23fac

Path(Bicycle Path)
qu23fac(Q2.3, **Prevents from commuting by foot/bike - No Facilities at Work: 0-no, 1-yes**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	103	25	128
	18.26	4.43	22.70
	80.47	19.53	
	21.96	26.32	
EastBay	173	28	201
	30.67	4.96	35.64
	86.07	13.93	
	36.89	29.47	
SouthCounty	91	26	117
	16.13	4.61	20.74
	77.78	22.22	
	19.40	27.37	
Washington	102	16	118
	18.09	2.84	20.92
	86.44	13.56	
	21.75	16.84	
Total	469	95	564
	83.16	16.84	100.00

Frequency Missing = 19

Question 2.3 – Does 'crime / dangerous neighborhoods' prevent you from commuting by bicycle or foot? (0=No, 1=Yes)

Table of Path by qu23cr

Path(Bicycle Path)
qu23cr(Q2.3, **Prevents from commuting by foot/bike - Crime: 0-no, 1-yes**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	125	3	128
	22.16	0.53	22.70
	97.66	2.34	
	23.81	7.69	
EastBay	186	15	201
	32.98	2.66	35.64
	92.54	7.46	
	35.43	38.46	
SouthCounty	105	12	117
	18.62	2.13	20.74
	89.74	10.26	
	20.00	30.77	
Washington	109	9	118
	19.33	1.60	20.92
	92.37	7.63	
	20.76	23.08	
Total	525	39	564
	93.09	6.91	100.00

Frequency Missing = 19

Question 2.3 – Does 'health problems' prevent you from commuting by bicycle or foot? (0=No, 1=Yes)

Table of Path by qu23hp

Path(Bicycle Path)
qu23hp(Q2.3, **Prevents from commuting by foot/bike - Health Problems: 0-no, 1-yes**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	126 22.34 98.44 22.78	2 0.35 1.56 18.18	128 22.70
EastBay	200 35.46 99.50 36.17	1 0.18 0.50 9.09	201 35.64
SouthCounty	114 20.21 97.44 20.61	3 0.53 2.56 27.27	117 20.74
Washington	113 20.04 95.76 20.43	5 0.89 4.24 45.45	118 20.92
Total	553 98.05	11 1.95	564 100.00

Frequency Missing = 19

Question 2.4 – Would you consider using the *Rack & Ride* service available on RIPTA buses as part of your commute, if facilities were available at your workplace?

Table of Path by qu24

Path(Bicycle Path)
qu24(Q2.4, **Would consider using Rack & Ride services on RIPTA buses as part of commute?**)

Frequency Percent Row Pct Col Pct	no	yes	maybe	Total
Blackstone	40 7.05 31.25 21.16	11 1.94 8.59 18.97	77 13.58 60.16 24.06	128 22.57
EastBay	57 10.05 28.08 30.16	22 3.88 10.84 37.93	124 21.87 61.08 38.75	203 35.80
SouthCounty	38 6.70 32.48 20.11	14 2.47 11.97 24.14	65 11.46 55.56 20.31	117 20.63
Washington	54 9.52 45.38 28.57	11 1.94 9.24 18.97	54 9.52 45.38 16.88	119 20.99
Total	189 33.33	58 10.23	320 56.44	567 100.00

Frequency Missing = 16

Question 2.5 – If you have school-age children, do they use any of the bike paths as part of their trip to / from school?

Table of Path by qu25

Path(Bicycle Path)
qu25(Q2.5, **Do your school-age children use the paths as part of ther trip to/from school?**)

Frequency Percent Row Pct Col Pct	no	yes	No Appl	Total
Blackstone	5	5	118	128
	0.88	0.88	20.85	22.61
	3.91	3.91	92.19	
	17.86	35.71	22.52	
EastBay	10	4	189	203
	1.77	0.71	33.39	35.87
	4.93	1.97	93.10	
	35.71	28.57	36.07	
SouthCounty	7	1	109	117
	1.24	0.18	19.26	20.67
	5.98	0.85	93.16	
	25.00	7.14	20.80	
Washington	6	4	108	118
	1.06	0.71	19.08	20.85
	5.08	3.39	91.53	
	21.43	28.57	20.61	
Total	28	14	524	566
	4.95	2.47	92.58	100.00

Frequency Missing = 17

Question 3.1a - Problems on the bike path: too crowded

Table of Path by qu31a

Path(Bicycle Path) qu31a(Q3.1a, **Problems - too crowded**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	77	36	20	7	1	141
	11.79	5.51	3.06	1.07	0.15	21.59
	54.61	25.53	14.18	4.96	0.71	
	28.62	19.78	16.13	11.48	5.88	
EastBay	55	66	64	40	11	236
	8.42	10.11	9.80	6.13	1.68	36.14
	23.31	27.97	27.12	16.95	4.66	
	20.45	36.26	51.61	65.57	64.71	
SouthCounty	61	46	19	5	2	133
	9.34	7.04	2.91	0.77	0.31	20.37
	45.86	34.59	14.29	3.76	1.50	
	22.68	25.27	15.32	8.20	11.76	
Washington	74	34	21	9	3	141
	11.33	5.21	3.22	1.38	0.46	21.59
	52.48	24.11	14.89	6.38	2.13	
	27.51	18.68	16.94	14.75	17.65	
No Resp	2	0	0	0	0	2
	0.31	0.00	0.00	0.00	0.00	0.31
	100.00	0.00	0.00	0.00	0.00	
	0.74	0.00	0.00	0.00	0.00	
Total	269	182	124	61	17	653
	41.19	27.87	18.99	9.34	2.60	100.00

Frequency Missing = 35

Question 3.1b – Problems on the bike path: conflicts with other activities

Table of Path by qu31b

Path(Bicycle Path) qu31b(Q3.1b, **Problems - conflict with other activities**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	95	28	14	2	0	139
	14.66	4.32	2.16	0.31	0.00	21.45
	68.35	20.14	10.07	1.44	0.00	
	25.07	21.21	13.73	8.00	0.00	
EastBay	114	52	51	10	7	234
	17.59	8.02	7.87	1.54	1.08	36.11
	48.72	22.22	21.79	4.27	2.99	
	30.08	39.39	50.00	40.00	70.00	
SouthCounty	81	27	18	6	1	133
	12.50	4.17	2.78	0.93	0.15	20.52
	60.90	20.30	13.53	4.51	0.75	
	21.37	20.45	17.65	24.00	10.00	
Washington	87	25	19	7	2	140
	13.43	3.86	2.93	1.08	0.31	21.60
	62.14	17.86	13.57	5.00	1.43	
	22.96	18.94	18.63	28.00	20.00	
No Resp	2	0	0	0	0	2
	0.31	0.00	0.00	0.00	0.00	0.31
	100.00	0.00	0.00	0.00	0.00	
	0.53	0.00	0.00	0.00	0.00	
Total	379	132	102	25	10	648
	58.49	20.37	15.74	3.86	1.54	100.00

Frequency Missing = 40

Question 3.1c – Problems on the bike path: reckless behavior of users

Table of Path by qu31c

Path(Bicycle Path) qu31c(Q3.1c, **Problems - reckless behavior of users**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	89	33	10	7	2	141
	13.57	5.03	1.52	1.07	0.30	21.49
	63.12	23.40	7.09	4.96	1.42	
	28.90	21.57	9.62	10.45	8.33	
EastBay	85	56	53	32	13	239
	12.96	8.54	8.08	4.88	1.98	36.43
	35.56	23.43	22.18	13.39	5.44	
	27.60	36.60	50.96	47.76	54.17	
SouthCounty	57	37	16	19	5	134
	8.69	5.64	2.44	2.90	0.76	20.43
	42.54	27.61	11.94	14.18	3.73	
	18.51	24.18	15.38	28.36	20.83	
Washington	75	27	25	9	4	140
	11.43	4.12	3.81	1.37	0.61	21.34
	53.57	19.29	17.86	6.43	2.86	
	24.35	17.65	24.04	13.43	16.67	
No Resp	2	0	0	0	0	2
	0.30	0.00	0.00	0.00	0.00	0.30
	100.00	0.00	0.00	0.00	0.00	
	0.65	0.00	0.00	0.00	0.00	
Total	308	153	104	67	24	656
	46.95	23.32	15.85	10.21	3.66	100.00

Frequency Missing = 32

Question 3.1d – Problems on the bike path: trail width

Table of Path by qu31d

Path(Bicycle Path) qu31d(Q3.1d, **Problems - trail width**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	91	26	14	7	1	139
	14.11	4.03	2.17	1.09	0.16	21.55
	65.47	18.71	10.07	5.04	0.72	
	28.98	20.97	13.59	9.21	3.57	
EastBay	87	44	47	37	18	233
	13.49	6.82	7.29	5.74	2.79	36.12
	37.34	18.88	20.17	15.88	7.73	
	27.71	35.48	45.63	48.68	64.29	
SouthCounty	65	29	21	16	1	132
	10.08	4.50	3.26	2.48	0.16	20.47
	49.24	21.97	15.91	12.12	0.76	
	20.70	23.39	20.39	21.05	3.57	
Washington	69	25	21	16	8	139
	10.70	3.88	3.26	2.48	1.24	21.55
	49.64	17.99	15.11	11.51	5.76	
	21.97	20.16	20.39	21.05	28.57	
No Resp	2	0	0	0	0	2
	0.31	0.00	0.00	0.00	0.00	0.31
	100.00	0.00	0.00	0.00	0.00	
	0.64	0.00	0.00	0.00	0.00	
Total	314	124	103	76	28	645
	48.68	19.22	15.97	11.78	4.34	100.00

Frequency Missing = 43

Question 3.1e – Problems on the bike path: intersections w/motor vehicles

Table of Path by qu31e

Path(Bicycle Path) qu31e(Q3.1e, **Problems - intersections w/motor vehicles**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	47	38	15	31	9	140
	7.20	5.82	2.30	4.75	1.38	21.44
	33.57	27.14	10.71	22.14	6.43	
	24.74	27.34	11.72	23.85	13.64	
EastBay	59	37	58	54	28	236
	9.04	5.67	8.88	8.27	4.29	36.14
	25.00	15.68	24.58	22.88	11.86	
	31.05	26.62	45.31	41.54	42.42	
SouthCounty	26	25	30	33	23	137
	3.98	3.83	4.59	5.05	3.52	20.98
	18.98	18.25	21.90	24.09	16.79	
	13.68	17.99	23.44	25.38	34.85	
Washington	58	39	24	11	6	138
	8.88	5.97	3.68	1.68	0.92	21.13
	42.03	28.26	17.39	7.97	4.35	
	30.53	28.06	18.75	8.46	9.09	
No Resp	0	0	1	1	0	2
	0.00	0.00	0.15	0.15	0.00	0.31
	0.00	0.00	50.00	50.00	0.00	
	0.00	0.00	0.78	0.77	0.00	
Total	190	139	128	130	66	653
	29.10	21.29	19.60	19.91	10.11	100.00

Frequency Missing = 35

Question 3.1f – Problems on the bike path: users not following walk-on-left protocol

Table of Path by qu31f

Path(Bicycle Path)

qu31f(Q3.1f, **Problems - users not following walk on left protocol**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	63	31	17	20	11	142
	9.59	4.72	2.59	3.04	1.67	21.61
	44.37	21.83	11.97	14.08	7.75	
	31.82	24.60	16.67	15.15	11.11	
EastBay	65	48	38	49	36	236
	9.89	7.31	5.78	7.46	5.48	35.92
	27.54	20.34	16.10	20.76	15.25	
	32.83	38.10	37.25	37.12	36.36	
SouthCounty	32	23	21	34	25	135
	4.87	3.50	3.20	5.18	3.81	20.55
	23.70	17.04	15.56	25.19	18.52	
	16.16	18.25	20.59	25.76	25.25	
Washington	37	24	26	28	27	142
	5.63	3.65	3.96	4.26	4.11	21.61
	26.06	16.90	18.31	19.72	19.01	
	18.69	19.05	25.49	21.21	27.27	
No Resp	1	0	0	1	0	2
	0.15	0.00	0.00	0.15	0.00	0.30
	50.00	0.00	0.00	50.00	0.00	
	0.51	0.00	0.00	0.76	0.00	
Total	198	126	102	132	99	657
	30.14	19.18	15.53	20.09	15.07	100.00

Frequency Missing = 31

Question 3.1g – Problems on the bike path: trail vandalism

Table of Path by qu31g

Path(Bicycle Path) qu31g(Q3.1g, **Problems - trail vandalism**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	84	30	13	10	2	139
	13.02	4.65	2.02	1.55	0.31	21.55
	60.43	21.58	9.35	7.19	1.44	
	28.47	21.90	13.00	13.33	5.26	
EastBay	99	53	46	23	12	233
	15.35	8.22	7.13	3.57	1.86	36.12
	42.49	22.75	19.74	9.87	5.15	
	33.56	38.69	46.00	30.67	31.58	
SouthCounty	32	28	21	32	20	133
	4.96	4.34	3.26	4.96	3.10	20.62
	24.06	21.05	15.79	24.06	15.04	
	10.85	20.44	21.00	42.67	52.63	
Washington	79	26	20	9	4	138
	12.25	4.03	3.10	1.40	0.62	21.40
	57.25	18.84	14.49	6.52	2.90	
	26.78	18.98	20.00	12.00	10.53	
No Resp	1	0	0	1	0	2
	0.16	0.00	0.00	0.16	0.00	0.31
	50.00	0.00	0.00	50.00	0.00	
	0.34	0.00	0.00	1.33	0.00	
Total	295	137	100	75	38	645
	45.74	21.24	15.50	11.63	5.89	100.00

Frequency Missing = 43

Question 3.1h – Problems on the bike path: personal safety

Table of Path by qu31h

Path(Bicycle Path) qu31h(Q3.1h, **Problems - personal safety**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	84	29	11	13	2	139
	12.96	4.48	1.70	2.01	0.31	21.45
	60.43	20.86	7.91	9.35	1.44	
	26.17	22.48	9.65	22.03	8.00	
EastBay	110	42	50	21	10	233
	16.98	6.48	7.72	3.24	1.54	35.96
	47.21	18.03	21.46	9.01	4.29	
	34.27	32.56	43.86	35.59	40.00	
SouthCounty	56	28	31	13	6	134
	8.64	4.32	4.78	2.01	0.93	20.68
	41.79	20.90	23.13	9.70	4.48	
	17.45	21.71	27.19	22.03	24.00	
Washington	71	30	21	11	7	140
	10.96	4.63	3.24	1.70	1.08	21.60
	50.71	21.43	15.00	7.86	5.00	
	22.12	23.26	18.42	18.64	28.00	
No Resp	0	0	1	1	0	2
	0.00	0.00	0.15	0.15	0.00	0.31
	0.00	0.00	50.00	50.00	0.00	
	0.00	0.00	0.88	1.69	0.00	
Total	321	129	114	59	25	648
	49.54	19.91	17.59	9.10	3.86	100.00

Frequency Missing = 40

Question 3.1i – Problems on the bike path: litter and glass

Table of Path by qu31i

Path(Bicycle Path) qu31i(Q3.1i, **Problems - litter and glass**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	86	34	11	6	2	139
	13.31	5.26	1.70	0.93	0.31	21.52
	61.87	24.46	7.91	4.32	1.44	
	28.20	21.94	11.34	10.53	6.25	
EastBay	103	54	43	21	13	234
	15.94	8.36	6.66	3.25	2.01	36.22
	44.02	23.08	18.38	8.97	5.56	
	33.77	34.84	44.33	36.84	40.63	
SouthCounty	33	37	25	26	12	133
	5.11	5.73	3.87	4.02	1.86	20.59
	24.81	27.82	18.80	19.55	9.02	
	10.82	23.87	25.77	45.61	37.50	
Washington	83	30	17	4	5	139
	12.85	4.64	2.63	0.62	0.77	21.52
	59.71	21.58	12.23	2.88	3.60	
	27.21	19.35	17.53	7.02	15.63	
No Resp	0	0	1	0	0	1
	0.00	0.00	0.15	0.00	0.00	0.15
	0.00	0.00	100.00	0.00	0.00	
	0.00	0.00	1.03	0.00	0.00	
Total	305	155	97	57	32	646
	47.21	23.99	15.02	8.82	4.95	100.00

Frequency Missing = 42

Question 3.1j – Problems on the bike path: availability of restrooms

Table of Path by qu31j

Path(Bicycle Path) qu31j(Q3.1j, **Problems - availability of restrooms**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	45	22	17	34	22	140
	6.82	3.33	2.58	5.15	3.33	21.21
	32.14	15.71	12.14	24.29	15.71	
	30.20	28.21	14.91	23.13	12.79	
EastBay	51	29	44	61	51	236
	7.73	4.39	6.67	9.24	7.73	35.76
	21.61	12.29	18.64	25.85	21.61	
	34.23	37.18	38.60	41.50	29.65	
SouthCounty	24	13	26	31	44	138
	3.64	1.97	3.94	4.70	6.67	20.91
	17.39	9.42	18.84	22.46	31.88	
	16.11	16.67	22.81	21.09	25.58	
Washington	29	14	27	21	53	144
	4.39	2.12	4.09	3.18	8.03	21.82
	20.14	9.72	18.75	14.58	36.81	
	19.46	17.95	23.68	14.29	30.81	
No Resp	0	0	0	0	2	2
	0.00	0.00	0.00	0.00	0.30	0.30
	0.00	0.00	0.00	0.00	100.00	
	0.00	0.00	0.00	0.00	1.16	
Total	149	78	114	147	172	660
	22.58	11.82	17.27	22.27	26.06	100.00

Frequency Missing = 28

Question 3.1k – Problems on the bike path: availability of drinking water

Table of Path by qu31k

Path(Bicycle Path) qu31k(Q3.1k, **Problems - availability of drinking water**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	41	19	19	36	25	140
	6.24	2.89	2.89	5.48	3.81	21.31
	29.29	13.57	13.57	25.71	17.86	
	24.70	24.36	16.81	24.83	16.13	
EastBay	57	29	47	59	43	235
	8.68	4.41	7.15	8.98	6.54	35.77
	24.26	12.34	20.00	25.11	18.30	
	34.34	37.18	41.59	40.69	27.74	
SouthCounty	29	17	26	28	37	137
	4.41	2.59	3.96	4.26	5.63	20.85
	21.17	12.41	18.98	20.44	27.01	
	17.47	21.79	23.01	19.31	23.87	
Washington	39	13	21	22	48	143
	5.94	1.98	3.20	3.35	7.31	21.77
	27.27	9.09	14.69	15.38	33.57	
	23.49	16.67	18.58	15.17	30.97	
No Resp	0	0	0	0	2	2
	0.00	0.00	0.00	0.00	0.30	0.30
	0.00	0.00	0.00	0.00	100.00	
	0.00	0.00	0.00	0.00	1.29	
Total	166	78	113	145	155	657
	25.27	11.87	17.20	22.07	23.59	100.00

Frequency Missing = 31

Question 3.1l – Problems on the bike path: availability of trail directions signs

Table of Path by qu31l

Path(Bicycle Path)

qu31l(Q3.1l, **Problems - availability of trail direction signs**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	87	26	12	8	6	139
	13.43	4.01	1.85	1.23	0.93	21.45
	62.59	18.71	8.63	5.76	4.32	
	27.80	20.16	11.43	12.70	15.79	
EastBay	111	50	41	22	9	233
	17.13	7.72	6.33	3.40	1.39	35.96
	47.64	21.46	17.60	9.44	3.86	
	35.46	38.76	39.05	34.92	23.68	
SouthCounty	47	31	28	21	8	135
	7.25	4.78	4.32	3.24	1.23	20.83
	34.81	22.96	20.74	15.56	5.93	
	15.02	24.03	26.67	33.33	21.05	
Washington	67	22	24	12	14	139
	10.34	3.40	3.70	1.85	2.16	21.45
	48.20	15.83	17.27	8.63	10.07	
	21.41	17.05	22.86	19.05	36.84	
No Resp	1	0	0	0	1	2
	0.15	0.00	0.00	0.00	0.15	0.31
	50.00	0.00	0.00	0.00	50.00	
	0.32	0.00	0.00	0.00	2.63	
Total	313	129	105	63	38	648
	48.30	19.91	16.20	9.72	5.86	100.00

Frequency Missing = 40

Question 3.1m – Problems on the bike path: availability of parking at access points

Table of Path by qu31m

Path(Bicycle Path)

qu31m(Q3.1m, **Problems - availability of parking at access points**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	71	22	11	21	14	139
	11.02	3.42	1.71	3.26	2.17	21.58
	51.08	15.83	7.91	15.11	10.07	
	23.36	17.32	11.34	29.17	31.82	
EastBay	117	48	39	17	11	232
	18.17	7.45	6.06	2.64	1.71	36.02
	50.43	20.69	16.81	7.33	4.74	
	38.49	37.80	40.21	23.61	25.00	
SouthCounty	51	35	24	17	6	133
	7.92	5.43	3.73	2.64	0.93	20.65
	38.35	26.32	18.05	12.78	4.51	
	16.78	27.56	24.74	23.61	13.64	
Washington	64	22	23	16	13	138
	9.94	3.42	3.57	2.48	2.02	21.43
	46.38	15.94	16.67	11.59	9.42	
	21.05	17.32	23.71	22.22	29.55	
No Resp	1	0	0	1	0	2
	0.16	0.00	0.00	0.16	0.00	0.31
	50.00	0.00	0.00	50.00	0.00	
	0.33	0.00	0.00	1.39	0.00	
Total	304	127	97	72	44	644
	47.20	19.72	15.06	11.18	6.83	100.00

Frequency Missing = 44

Question 3.1n – Problems on the bike path: availability of information

Table of Path by qu31n

Path(Bicycle Path)
qu31n(Q3.1n, **Problems - availability of information (maps, etc)**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	74	27	17	12	8	138
	11.46	4.18	2.63	1.86	1.24	21.36
	53.62	19.57	12.32	8.70	5.80	
	26.91	23.28	13.49	15.00	16.33	
EastBay	107	44	47	20	16	234
	16.56	6.81	7.28	3.10	2.48	36.22
	45.73	18.80	20.09	8.55	6.84	
	38.91	37.93	37.30	25.00	32.65	
SouthCounty	38	27	30	29	9	133
	5.88	4.18	4.64	4.49	1.39	20.59
	28.57	20.30	22.56	21.80	6.77	
	13.82	23.28	23.81	36.25	18.37	
Washington	55	18	32	19	15	139
	8.51	2.79	4.95	2.94	2.32	21.52
	39.57	12.95	23.02	13.67	10.79	
	20.00	15.52	25.40	23.75	30.61	
No Resp	1	0	0	0	1	2
	0.15	0.00	0.00	0.00	0.15	0.31
	50.00	0.00	0.00	0.00	50.00	
	0.36	0.00	0.00	0.00	2.04	
Total	275	116	126	80	49	646
	42.57	17.96	19.50	12.38	7.59	100.00

Frequency Missing = 42

Question 3.1o – Problems on the bike path: availability of places to rest

Table of Path by qu31o

Path(Bicycle Path)

qu31o(Q3.1o, **Problems - availability of places to rest (benches, etc)**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	86	30	10	9	3	138
	13.23	4.62	1.54	1.38	0.46	21.23
	62.32	21.74	7.25	6.52	2.17	
	29.45	28.04	8.70	10.84	5.66	
EastBay	103	34	43	37	18	235
	15.85	5.23	6.62	5.69	2.77	36.15
	43.83	14.47	18.30	15.74	7.66	
	35.27	31.78	37.39	44.58	33.96	
SouthCounty	44	19	34	26	11	134
	6.77	2.92	5.23	4.00	1.69	20.62
	32.84	14.18	25.37	19.40	8.21	
	15.07	17.76	29.57	31.33	20.75	
Washington	58	24	28	11	20	141
	8.92	3.69	4.31	1.69	3.08	21.69
	41.13	17.02	19.86	7.80	14.18	
	19.86	22.43	24.35	13.25	37.74	
No Resp	1	0	0	0	1	2
	0.15	0.00	0.00	0.00	0.15	0.31
	50.00	0.00	0.00	0.00	50.00	
	0.34	0.00	0.00	0.00	1.89	
Total	292	107	115	83	53	650
	44.92	16.46	17.69	12.77	8.15	100.00

Frequency Missing = 38

Question 3.2a – Desirable traits of bicycle paths: level grades

Table of Path by qu32a

Path(Bicycle Path) qu32a(Q3.2a, **Desirable - level grades**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	39	19	35	29	20	142
	5.85	2.85	5.25	4.35	3.00	21.29
	27.46	13.38	24.65	20.42	14.08	
	25.66	22.89	21.74	21.64	14.60	
EastBay	45	26	55	59	53	238
	6.75	3.90	8.25	8.85	7.95	35.68
	18.91	10.92	23.11	24.79	22.27	
	29.61	31.33	34.16	44.03	38.69	
SouthCounty	33	17	38	23	28	139
	4.95	2.55	5.70	3.45	4.20	20.84
	23.74	12.23	27.34	16.55	20.14	
	21.71	20.48	23.60	17.16	20.44	
Washington	34	20	33	23	36	146
	5.10	3.00	4.95	3.45	5.40	21.89
	23.29	13.70	22.60	15.75	24.66	
	22.37	24.10	20.50	17.16	26.28	
No Resp	1	1	0	0	0	2
	0.15	0.15	0.00	0.00	0.00	0.30
	50.00	50.00	0.00	0.00	0.00	
	0.66	1.20	0.00	0.00	0.00	
Total	152	83	161	134	137	667
	22.79	12.44	24.14	20.09	20.54	100.00

Frequency Missing = 21

Question 3.2b – Desirable traits of bicycle paths: smooth surface on bike paths

Table of Path by qu32b

Path(Bicycle Path) qu32b(Q3.2b, **Desirable - smooth surface on bike paths**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	6	1	7	33	95	142
	0.90	0.15	1.05	4.96	14.29	21.35
	4.23	0.70	4.93	23.24	66.90	
	31.58	4.17	14.89	22.60	22.14	
EastBay	3	5	15	50	165	238
	0.45	0.75	2.26	7.52	24.81	35.79
	1.26	2.10	6.30	21.01	69.33	
	15.79	20.83	31.91	34.25	38.46	
SouthCounty	4	8	12	38	74	136
	0.60	1.20	1.80	5.71	11.13	20.45
	2.94	5.88	8.82	27.94	54.41	
	21.05	33.33	25.53	26.03	17.25	
Washington	6	9	13	24	95	147
	0.90	1.35	1.95	3.61	14.29	22.11
	4.08	6.12	8.84	16.33	64.63	
	31.58	37.50	27.66	16.44	22.14	
No Resp	0	1	0	1	0	2
	0.00	0.15	0.00	0.15	0.00	0.30
	0.00	50.00	0.00	50.00	0.00	
	0.00	4.17	0.00	0.68	0.00	
Total	19	24	47	146	429	665
	2.86	3.61	7.07	21.95	64.51	100.00

Frequency Missing = 23

Question 3.2c – Desirable traits of bicycle paths: smooth surface on bridges

Table of Path by qu32c

Path(Bicycle Path) qu32c(Q3.2c, **Desirable - smooth surface on bridges**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	6	6	24	36	70	142
	0.91	0.91	3.63	5.45	10.59	21.48
	4.23	4.23	16.90	25.35	49.30	
	24.00	16.67	27.91	21.95	20.00	
EastBay	5	8	30	64	129	236
	0.76	1.21	4.54	9.68	19.52	35.70
	2.12	3.39	12.71	27.12	54.66	
	20.00	22.22	34.88	39.02	36.86	
SouthCounty	5	12	19	37	63	136
	0.76	1.82	2.87	5.60	9.53	20.57
	3.68	8.82	13.97	27.21	46.32	
	20.00	33.33	22.09	22.56	18.00	
Washington	9	9	13	26	88	145
	1.36	1.36	1.97	3.93	13.31	21.94
	6.21	6.21	8.97	17.93	60.69	
	36.00	25.00	15.12	15.85	25.14	
No Resp	0	1	0	1	0	2
	0.00	0.15	0.00	0.15	0.00	0.30
	0.00	50.00	0.00	50.00	0.00	
	0.00	2.78	0.00	0.61	0.00	
Total	25	36	86	164	350	661
	3.78	5.45	13.01	24.81	52.95	100.00

Frequency Missing = 27

Question 3.2d – Desirable traits of bicycle paths: natural surroundings

Table of Path by qu32d

Path(Bicycle Path) qu32d(Q3.2d, **Desirable - natural surroundings**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	3	2	11	25	101	142
	0.45	0.30	1.64	3.73	15.05	21.16
	2.11	1.41	7.75	17.61	71.13	
	27.27	15.38	22.00	20.66	21.22	
EastBay	1	4	12	52	172	241
	0.15	0.60	1.79	7.75	25.63	35.92
	0.41	1.66	4.98	21.58	71.37	
	9.09	30.77	24.00	42.98	36.13	
SouthCounty	3	3	20	27	84	137
	0.45	0.45	2.98	4.02	12.52	20.42
	2.19	2.19	14.60	19.71	61.31	
	27.27	23.08	40.00	22.31	17.65	
Washington	4	3	7	16	119	149
	0.60	0.45	1.04	2.38	17.73	22.21
	2.68	2.01	4.70	10.74	79.87	
	36.36	23.08	14.00	13.22	25.00	
No Resp	0	1	0	1	0	2
	0.00	0.15	0.00	0.15	0.00	0.30
	0.00	50.00	0.00	50.00	0.00	
	0.00	7.69	0.00	0.83	0.00	
Total	11	13	50	121	476	671
	1.64	1.94	7.45	18.03	70.94	100.00

Frequency Missing = 17

Question 3.2e– Desirable traits of bicycle paths: quiet settings

Table of Path by qu32e

Path(Bicycle Path) qu32e(Q3.2e, **Desirable - quiet settings**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	3	3	13	27	96	142
	0.45	0.45	1.94	4.03	14.33	21.19
	2.11	2.11	9.15	19.01	67.61	
	20.00	15.79	15.12	21.95	22.48	
EastBay	3	4	38	44	151	240
	0.45	0.60	5.67	6.57	22.54	35.82
	1.25	1.67	15.83	18.33	62.92	
	20.00	21.05	44.19	35.77	35.36	
SouthCounty	4	8	23	32	69	136
	0.60	1.19	3.43	4.78	10.30	20.30
	2.94	5.88	16.91	23.53	50.74	
	26.67	42.11	26.74	26.02	16.16	
Washington	5	3	12	20	110	150
	0.75	0.45	1.79	2.99	16.42	22.39
	3.33	2.00	8.00	13.33	73.33	
	33.33	15.79	13.95	16.26	25.76	
No Resp	0	1	0	0	1	2
	0.00	0.15	0.00	0.00	0.15	0.30
	0.00	50.00	0.00	0.00	50.00	
	0.00	5.26	0.00	0.00	0.23	
Total	15	19	86	123	427	670
	2.24	2.84	12.84	18.36	63.73	100.00

Frequency Missing = 18

Question 3.2f – Desirable traits of bicycle paths: wildlife and birds

Table of Path by qu32f

Path(Bicycle Path) qu32f(Q3.2f, **Desirable - wildlife and birds**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	2	3	24	27	86	142
	0.30	0.45	3.58	4.03	12.84	21.19
	1.41	2.11	16.90	19.01	60.56	
	13.33	15.00	24.74	19.01	21.72	
EastBay	4	7	26	53	151	241
	0.60	1.04	3.88	7.91	22.54	35.97
	1.66	2.90	10.79	21.99	62.66	
	26.67	35.00	26.80	37.32	38.13	
SouthCounty	4	8	33	32	59	136
	0.60	1.19	4.93	4.78	8.81	20.30
	2.94	5.88	24.26	23.53	43.38	
	26.67	40.00	34.02	22.54	14.90	
Washington	5	1	14	30	99	149
	0.75	0.15	2.09	4.48	14.78	22.24
	3.36	0.67	9.40	20.13	66.44	
	33.33	5.00	14.43	21.13	25.00	
No Resp	0	1	0	0	1	2
	0.00	0.15	0.00	0.00	0.15	0.30
	0.00	50.00	0.00	0.00	50.00	
	0.00	5.00	0.00	0.00	0.25	
Total	15	20	97	142	396	670
	2.24	2.99	14.48	21.19	59.10	100.00

Frequency Missing = 18

Question 3.2g – Desirable traits of bicycle paths: safe traffic crossings

Table of Path by qu32g

Path(Bicycle Path) qu32g(Q3.2g, **Desirable - safe traffic crossings**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	1	0	8	21	112	142
	0.15	0.00	1.20	3.14	16.77	21.26
	0.70	0.00	5.63	14.79	78.87	
	11.11	0.00	23.53	21.21	21.41	
EastBay	2	1	13	35	188	239
	0.30	0.15	1.95	5.24	28.14	35.78
	0.84	0.42	5.44	14.64	78.66	
	22.22	33.33	38.24	35.35	35.95	
SouthCounty	1	1	6	20	110	138
	0.15	0.15	0.90	2.99	16.47	20.66
	0.72	0.72	4.35	14.49	79.71	
	11.11	33.33	17.65	20.20	21.03	
Washington	5	0	7	23	112	147
	0.75	0.00	1.05	3.44	16.77	22.01
	3.40	0.00	4.76	15.65	76.19	
	55.56	0.00	20.59	23.23	21.41	
No Resp	0	1	0	0	1	2
	0.00	0.15	0.00	0.00	0.15	0.30
	0.00	50.00	0.00	0.00	50.00	
	0.00	33.33	0.00	0.00	0.19	
Total	9	3	34	99	523	668
	1.35	0.45	5.09	14.82	78.29	100.00

Frequency Missing = 20

Question 3.2h – Desirable traits of bicycle paths: non-motorized vehicles

Table of Path by qu32h

Path(Bicycle Path) qu32h(Q3.2h, **Desirable - non motorized vehicles**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	3	0	11	15	113	142
	0.45	0.00	1.66	2.27	17.07	21.45
	2.11	0.00	7.75	10.56	79.58	
	23.08	0.00	29.73	22.73	21.00	
EastBay	3	3	12	26	194	238
	0.45	0.45	1.81	3.93	29.31	35.95
	1.26	1.26	5.04	10.92	81.51	
	23.08	37.50	32.43	39.39	36.06	
SouthCounty	4	1	5	13	111	134
	0.60	0.15	0.76	1.96	16.77	20.24
	2.99	0.75	3.73	9.70	82.84	
	30.77	12.50	13.51	19.70	20.63	
Washington	3	3	9	12	119	146
	0.45	0.45	1.36	1.81	17.98	22.05
	2.05	2.05	6.16	8.22	81.51	
	23.08	37.50	24.32	18.18	22.12	
No Resp	0	1	0	0	1	2
	0.00	0.15	0.00	0.00	0.15	0.30
	0.00	50.00	0.00	0.00	50.00	
	0.00	12.50	0.00	0.00	0.19	
Total	13	8	37	66	538	662
	1.96	1.21	5.59	9.97	81.27	100.00

Frequency Missing = 26

Question 3.2i – Desirable traits of bicycle paths: varied surroundings

Table of Path by qu32i

Path(Bicycle Path) qu32i(Q3.2i, **Desirable - varied surroundings**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	6	5	30	27	74	142
	0.91	0.76	4.55	4.09	11.21	21.52
	4.23	3.52	21.13	19.01	52.11	
	28.57	20.83	24.39	19.29	21.02	
EastBay	4	8	40	49	136	237
	0.61	1.21	6.06	7.42	20.61	35.91
	1.69	3.38	16.88	20.68	57.38	
	19.05	33.33	32.52	35.00	38.64	
SouthCounty	4	4	32	35	60	135
	0.61	0.61	4.85	5.30	9.09	20.45
	2.96	2.96	23.70	25.93	44.44	
	19.05	16.67	26.02	25.00	17.05	
Washington	7	5	21	29	82	144
	1.06	0.76	3.18	4.39	12.42	21.82
	4.86	3.47	14.58	20.14	56.94	
	33.33	20.83	17.07	20.71	23.30	
No Resp	0	2	0	0	0	2
	0.00	0.30	0.00	0.00	0.00	0.30
	0.00	100.00	0.00	0.00	0.00	
	0.00	8.33	0.00	0.00	0.00	
Total	21	24	123	140	352	660
	3.18	3.64	18.64	21.21	53.33	100.00

Frequency Missing = 28

Question 3.2j – Desirable traits of bicycle paths: many activities allowed

Table of Path by qu32j

Path(Bicycle Path) qu32j(Q3.2j, **Desirable - many activities allowed**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	8	14	35	25	60	142
	1.21	2.12	5.30	3.79	9.09	21.52
	5.63	9.86	24.65	17.61	42.25	
	14.55	18.92	18.72	23.36	25.32	
EastBay	22	30	73	37	75	237
	3.33	4.55	11.06	5.61	11.36	35.91
	9.28	12.66	30.80	15.61	31.65	
	40.00	40.54	39.04	34.58	31.65	
SouthCounty	15	14	37	21	48	135
	2.27	2.12	5.61	3.18	7.27	20.45
	11.11	10.37	27.41	15.56	35.56	
	27.27	18.92	19.79	19.63	20.25	
Washington	10	15	42	24	53	144
	1.52	2.27	6.36	3.64	8.03	21.82
	6.94	10.42	29.17	16.67	36.81	
	18.18	20.27	22.46	22.43	22.36	
No Resp	0	1	0	0	1	2
	0.00	0.15	0.00	0.00	0.15	0.30
	0.00	50.00	0.00	0.00	50.00	
	0.00	1.35	0.00	0.00	0.42	
Total	55	74	187	107	237	660
	8.33	11.21	28.33	16.21	35.91	100.00

Frequency Missing = 28

Question 3.2k – Desirable traits of bicycle paths: conveniently located

Table of Path by qu32k

Path(Bicycle Path) qu32k(Q3.2k, **Desirable - conveniently located**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	1	1	21	27	92	142
	0.15	0.15	3.16	4.07	13.86	21.39
	0.70	0.70	14.79	19.01	64.79	
	5.88	11.11	24.42	19.57	22.22	
EastBay	5	5	25	52	153	240
	0.75	0.75	3.77	7.83	23.04	36.14
	2.08	2.08	10.42	21.67	63.75	
	29.41	55.56	29.07	37.68	36.96	
SouthCounty	6	0	26	34	70	136
	0.90	0.00	3.92	5.12	10.54	20.48
	4.41	0.00	19.12	25.00	51.47	
	35.29	0.00	30.23	24.64	16.91	
Washington	5	2	14	25	98	144
	0.75	0.30	2.11	3.77	14.76	21.69
	3.47	1.39	9.72	17.36	68.06	
	29.41	22.22	16.28	18.12	23.67	
No Resp	0	1	0	0	1	2
	0.00	0.15	0.00	0.00	0.15	0.30
	0.00	50.00	0.00	0.00	50.00	
	0.00	11.11	0.00	0.00	0.24	
Total	17	9	86	138	414	664
	2.56	1.36	12.95	20.78	62.35	100.00

Frequency Missing = 24

Question 3.2l – Desirable traits of bicycle paths: fishing/boating access

Table of Path by qu32l

Path(Bicycle Path) qu32l(Q3.2l, **Desirable - fishing/boating access**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	69	25	28	7	13	142
	10.57	3.83	4.29	1.07	1.99	21.75
	48.59	17.61	19.72	4.93	9.15	
	28.99	28.74	16.57	15.22	11.50	
EastBay	87	28	55	19	47	236
	13.32	4.29	8.42	2.91	7.20	36.14
	36.86	11.86	23.31	8.05	19.92	
	36.55	32.18	32.54	41.30	41.59	
SouthCounty	48	17	44	6	18	133
	7.35	2.60	6.74	0.92	2.76	20.37
	36.09	12.78	33.08	4.51	13.53	
	20.17	19.54	26.04	13.04	15.93	
Washington	34	16	41	14	35	140
	5.21	2.45	6.28	2.14	5.36	21.44
	24.29	11.43	29.29	10.00	25.00	
	14.29	18.39	24.26	30.43	30.97	
No Resp	0	1	1	0	0	2
	0.00	0.15	0.15	0.00	0.00	0.31
	0.00	50.00	50.00	0.00	0.00	
	0.00	1.15	0.59	0.00	0.00	
Total	238	87	169	46	113	653
	36.45	13.32	25.88	7.04	17.30	100.00

Frequency Missing = 35

Question 3.2m – Desirable traits of bicycle paths: access to places I want to commute

Table of Path by qu32m

Path(Bicycle Path)

qu32m(Q3.2m, **Desirable - access to places I want to commute**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	42	21	27	14	37	141
	6.44	3.22	4.14	2.15	5.67	21.63
	29.79	14.89	19.15	9.93	26.24	
	21.99	28.77	17.76	22.22	21.39	
EastBay	68	25	52	27	64	236
	10.43	3.83	7.98	4.14	9.82	36.20
	28.81	10.59	22.03	11.44	27.12	
	35.60	34.25	34.21	42.86	36.99	
SouthCounty	36	14	40	10	32	132
	5.52	2.15	6.13	1.53	4.91	20.25
	27.27	10.61	30.30	7.58	24.24	
	18.85	19.18	26.32	15.87	18.50	
Washington	45	12	32	12	40	141
	6.90	1.84	4.91	1.84	6.13	21.63
	31.91	8.51	22.70	8.51	28.37	
	23.56	16.44	21.05	19.05	23.12	
No Resp	0	1	1	0	0	2
	0.00	0.15	0.15	0.00	0.00	0.31
	0.00	50.00	50.00	0.00	0.00	
	0.00	1.37	0.66	0.00	0.00	
Total	191	73	152	63	173	652
	29.29	11.20	23.31	9.66	26.53	100.00

Frequency Missing = 36

Question 3.3a – Enhancements to the bicycle paths: police on bicycle patrols

Table of Path by qu33a

Path(Bicycle Path) qu33a(Q3.3a, **Enhancements - police on bicycle patrols**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	17	14	32	34	45	142
	2.54	2.10	4.79	5.09	6.74	21.26
	11.97	9.86	22.54	23.94	31.69	
	27.42	23.33	23.70	23.78	16.79	
EastBay	13	21	39	48	119	240
	1.95	3.14	5.84	7.19	17.81	35.93
	5.42	8.75	16.25	20.00	49.58	
	20.97	35.00	28.89	33.57	44.40	
SouthCounty	11	7	33	31	53	135
	1.65	1.05	4.94	4.64	7.93	20.21
	8.15	5.19	24.44	22.96	39.26	
	17.74	11.67	24.44	21.68	19.78	
Washington	20	18	31	30	49	148
	2.99	2.69	4.64	4.49	7.34	22.16
	13.51	12.16	20.95	20.27	33.11	
	32.26	30.00	22.96	20.98	18.28	
No Resp	1	0	0	0	2	3
	0.15	0.00	0.00	0.00	0.30	0.45
	33.33	0.00	0.00	0.00	66.67	
	1.61	0.00	0.00	0.00	0.75	
Total	62	60	135	143	268	668
	9.28	8.98	20.21	21.41	40.12	100.00

Frequency Missing = 20

Question 3.3b – Enhancements to the bicycle paths: benches for resting

Table of Path by qu33b

Path(Bicycle Path) qu33b(Q3.3b, **Enhancements - benches for resting**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	5	14	39	32	52	142
	0.75	2.09	5.83	4.78	7.77	21.23
	3.52	9.86	27.46	22.54	36.62	
	17.24	23.33	24.53	20.00	19.92	
EastBay	7	24	48	65	95	239
	1.05	3.59	7.17	9.72	14.20	35.72
	2.93	10.04	20.08	27.20	39.75	
	24.14	40.00	30.19	40.63	36.40	
SouthCounty	9	14	30	35	47	135
	1.35	2.09	4.48	5.23	7.03	20.18
	6.67	10.37	22.22	25.93	34.81	
	31.03	23.33	18.87	21.88	18.01	
Washington	5	8	42	28	67	150
	0.75	1.20	6.28	4.19	10.01	22.42
	3.33	5.33	28.00	18.67	44.67	
	17.24	13.33	26.42	17.50	25.67	
No Resp	3	0	0	0	0	3
	0.45	0.00	0.00	0.00	0.00	0.45
	100.00	0.00	0.00	0.00	0.00	
	10.34	0.00	0.00	0.00	0.00	
Total	29	60	159	160	261	669
	4.33	8.97	23.77	23.92	39.01	100.00

Frequency Missing = 19

Question 3.3c – Enhancements to the bicycle paths: restrooms

Table of Path by qu33c

Path(Bicycle Path) qu33c(Q3.3c, **Enhancements - restrooms**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	4	15	29	33	61	142
	0.59	2.21	4.28	4.87	9.00	20.94
	2.82	10.56	20.42	23.24	42.96	
	12.12	38.46	23.77	22.60	18.05	
EastBay	11	10	36	57	128	242
	1.62	1.47	5.31	8.41	18.88	35.69
	4.55	4.13	14.88	23.55	52.89	
	33.33	25.64	29.51	39.04	37.87	
SouthCounty	7	9	28	26	69	139
	1.03	1.33	4.13	3.83	10.18	20.50
	5.04	6.47	20.14	18.71	49.64	
	21.21	23.08	22.95	17.81	20.41	
Washington	10	5	28	30	79	152
	1.47	0.74	4.13	4.42	11.65	22.42
	6.58	3.29	18.42	19.74	51.97	
	30.30	12.82	22.95	20.55	23.37	
No Resp	1	0	1	0	1	3
	0.15	0.00	0.15	0.00	0.15	0.44
	33.33	0.00	33.33	0.00	33.33	
	3.03	0.00	0.82	0.00	0.30	
Total	33	39	122	146	338	678
	4.87	5.75	17.99	21.53	49.85	100.00

Frequency Missing = 10

Question 3.3d – Enhancements to the bicycle paths: interpretive signs

Table of Path by qu33d

Path(Bicycle Path)

qu33d(Q3.3d, **Enhancements - interpretive signs (wildlife, historic areas)**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	1	14	35	41	51	142
	0.15	2.11	5.27	6.17	7.68	21.39
	0.70	9.86	24.65	28.87	35.92	
	4.17	29.79	21.21	24.55	19.54	
EastBay	9	15	56	56	103	239
	1.36	2.26	8.43	8.43	15.51	35.99
	3.77	6.28	23.43	23.43	43.10	
	37.50	31.91	33.94	33.53	39.46	
SouthCounty	6	12	35	32	50	135
	0.90	1.81	5.27	4.82	7.53	20.33
	4.44	8.89	25.93	23.70	37.04	
	25.00	25.53	21.21	19.16	19.16	
Washington	8	6	39	37	57	147
	1.20	0.90	5.87	5.57	8.58	22.14
	5.44	4.08	26.53	25.17	38.78	
	33.33	12.77	23.64	22.16	21.84	
No Resp	0	0	0	1	0	1
	0.00	0.00	0.00	0.15	0.00	0.15
	0.00	0.00	0.00	100.00	0.00	
	0.00	0.00	0.00	0.60	0.00	
Total	24	47	165	167	261	664
	3.61	7.08	24.85	25.15	39.31	100.00

Frequency Missing = 24

Question 3.3e – Enhancements to the bicycle paths: emergency phones

Table of Path by qu33e

Path(Bicycle Path) qu33e(Q3.3e, **Enhancements - emergency phones**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	9	12	25	32	64	142
	1.35	1.79	3.74	4.78	9.57	21.23
	6.34	8.45	17.61	22.54	45.07	
	28.13	27.27	19.84	24.06	19.16	
EastBay	12	15	45	41	126	239
	1.79	2.24	6.73	6.13	18.83	35.72
	5.02	6.28	18.83	17.15	52.72	
	37.50	34.09	35.71	30.83	37.72	
SouthCounty	3	9	25	33	65	135
	0.45	1.35	3.74	4.93	9.72	20.18
	2.22	6.67	18.52	24.44	48.15	
	9.38	20.45	19.84	24.81	19.46	
Washington	7	8	30	27	78	150
	1.05	1.20	4.48	4.04	11.66	22.42
	4.67	5.33	20.00	18.00	52.00	
	21.88	18.18	23.81	20.30	23.35	
No Resp	1	0	1	0	1	3
	0.15	0.00	0.15	0.00	0.15	0.45
	33.33	0.00	33.33	0.00	33.33	
	3.13	0.00	0.79	0.00	0.30	
Total	32	44	126	133	334	669
	4.78	6.58	18.83	19.88	49.93	100.00

Frequency Missing = 19

Question 3.3f – Enhancements to the bicycle paths: water fountains

Table of Path by qu33f

Path(Bicycle Path) qu33f(Q3.3f, **Enhancements - water fountains**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	9	9	23	38	63	142
	1.35	1.35	3.46	5.71	9.47	21.35
	6.34	6.34	16.20	26.76	44.37	
	17.65	19.15	19.17	26.03	20.93	
EastBay	16	18	46	47	112	239
	2.41	2.71	6.92	7.07	16.84	35.94
	6.69	7.53	19.25	19.67	46.86	
	31.37	38.30	38.33	32.19	37.21	
SouthCounty	14	8	23	34	56	135
	2.11	1.20	3.46	5.11	8.42	20.30
	10.37	5.93	17.04	25.19	41.48	
	27.45	17.02	19.17	23.29	18.60	
Washington	12	12	28	27	68	147
	1.80	1.80	4.21	4.06	10.23	22.11
	8.16	8.16	19.05	18.37	46.26	
	23.53	25.53	23.33	18.49	22.59	
No Resp	0	0	0	0	2	2
	0.00	0.00	0.00	0.00	0.30	0.30
	0.00	0.00	0.00	0.00	100.00	
	0.00	0.00	0.00	0.00	0.66	
Total	51	47	120	146	301	665
	7.67	7.07	18.05	21.95	45.26	100.00

Frequency Missing = 23

Question 3.3g – Enhancements to the bicycle paths: security cameras in parking areas

Table of Path by qu33g

Path(Bicycle Path)

qu33g(Q3.3g, **Enhancements - security cameras in parking areas**)

Frequency Percent Row Pct Col Pct	1	2	3	4	5	Total
Blackstone	21	20	36	26	39	142
	3.15	3.00	5.40	3.90	5.85	21.29
	14.79	14.08	25.35	18.31	27.46	
	26.58	30.30	21.05	23.85	16.12	
EastBay	23	26	57	41	93	240
	3.45	3.90	8.55	6.15	13.94	35.98
	9.58	10.83	23.75	17.08	38.75	
	29.11	39.39	33.33	37.61	38.43	
SouthCounty	21	9	37	24	43	134
	3.15	1.35	5.55	3.60	6.45	20.09
	15.67	6.72	27.61	17.91	32.09	
	26.58	13.64	21.64	22.02	17.77	
Washington	14	11	41	18	65	149
	2.10	1.65	6.15	2.70	9.75	22.34
	9.40	7.38	27.52	12.08	43.62	
	17.72	16.67	23.98	16.51	26.86	
No Resp	0	0	0	0	2	2
	0.00	0.00	0.00	0.00	0.30	0.30
	0.00	0.00	0.00	0.00	100.00	
	0.00	0.00	0.00	0.00	0.83	
Total	79	66	171	109	242	667
	11.84	9.90	25.64	16.34	36.28	100.00

Frequency Missing = 21

Question 3.4 – Do you think the construction of bike paths is a worthwhile use of your tax dollars? (0=No, 1=Yes)

Table of Path by qu34

Path(Bicycle Path)
qu34(Q3.4, **Is the construction of bike paths a good use of your tax dollars?**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	0	142	142
	0.00	20.82	20.82
	0.00	100.00	
	0.00	21.01	
EastBay	4	237	241
	0.59	34.75	35.34
	1.66	98.34	
	66.67	35.06	
SouthCounty	0	140	140
	0.00	20.53	20.53
	0.00	100.00	
	0.00	20.71	
Washington	1	154	155
	0.15	22.58	22.73
	0.65	99.35	
	16.67	22.78	
No Resp	1	3	4
	0.15	0.44	0.59
	25.00	75.00	
	16.67	0.44	
Total	6	676	682
	0.88	99.12	100.00

Frequency Missing = 6

Section 4 - Economic Impact

Question 4.1 – While on a bike path, how often do you stop at a store near the path?

Table of Path by storestop

Path(Bicycle Path)
storestop(Q4.1, **How often do you stop at a store near the path?**)

Frequency Percent Row Pct Col Pct	Almost Always	Half the time	Rarely	Never	NoApplic	No Resp	Total
Blackstone	4	14	32	24	67	1	142
	0.58	2.03	4.65	3.49	9.74	0.15	20.64
	2.82	9.86	22.54	16.90	47.18	0.70	
	3.42	11.57	17.30	19.83	48.20	20.00	
EastBay	81	47	75	22	19	0	244
	11.77	6.83	10.90	3.20	2.76	0.00	35.47
	33.20	19.26	30.74	9.02	7.79	0.00	
	69.23	38.84	40.54	18.18	13.67	0.00	
SouthCounty	17	35	45	38	5	1	141
	2.47	5.09	6.54	5.52	0.73	0.15	20.49
	12.06	24.82	31.91	26.95	3.55	0.71	
	14.53	28.93	24.32	31.40	3.60	20.00	
Washington	15	24	32	35	48	3	157
	2.18	3.49	4.65	5.09	6.98	0.44	22.82
	9.55	15.29	20.38	22.29	30.57	1.91	
	12.82	19.83	17.30	28.93	34.53	60.00	
No Resp	0	1	1	2	0	0	4
	0.00	0.15	0.15	0.29	0.00	0.00	0.58
	0.00	25.00	25.00	50.00	0.00	0.00	
	0.00	0.83	0.54	1.65	0.00	0.00	
Total	117	121	185	121	139	5	688
	17.01	17.59	26.89	17.59	20.20	0.73	100.00

Question 4.2 - Have you purchased food / drinks while using the bike paths? (0=No, 1=Yes)

Table of Path by qu42fd

Path(Bicycle Path)
qu42fd(Q4.2 - **Have you purchased food/drink?**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	96 14.24 69.06 32.76	43 6.38 30.94 11.29	139 20.62
EastBay	48 7.12 19.75 16.38	195 28.93 80.25 51.18	243 36.05
SouthCounty	54 8.01 39.13 18.43	84 12.46 60.87 22.05	138 20.47
Washington	93 13.80 62.00 31.74	57 8.46 38.00 14.96	150 22.26
No Resp	2 0.30 50.00 0.68	2 0.30 50.00 0.52	4 0.59
Total	293 43.47	381 56.53	674 100.00

Frequency Missing = 14

Question 4.2 - Have you purchased recreational accessories while using the bike paths? (0=No, 1=Yes)

Table of Path by qu42ra

Path(Bicycle Path)
qu42ra(Q4.2 - **Have you purchased recreational accessories?**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	134	5	139
	19.88	0.74	20.62
	96.40	3.60	
	21.68	8.93	
EastBay	208	35	243
	30.86	5.19	36.05
	85.60	14.40	
	33.66	62.50	
SouthCounty	122	16	138
	18.10	2.37	20.47
	88.41	11.59	
	19.74	28.57	
Washington	150	0	150
	22.26	0.00	22.26
	100.00	0.00	
	24.27	0.00	
No Resp	4	0	4
	0.59	0.00	0.59
	100.00	0.00	
	0.65	0.00	
Total	618	56	674
	91.69	8.31	100.00

Frequency Missing = 14

Question 4.2 - Have you purchased gifts / souvenirs while using the bike paths? (0=No, 1=Yes)

Table of Path by qu42gs

Path(Bicycle Path)
qu42gs(Q4.2 - **Have you purchased gifts/souvenirs?**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	137	2	139
	20.33	0.30	20.62
	98.56	1.44	
	21.04	8.70	
EastBay	227	16	243
	33.68	2.37	36.05
	93.42	6.58	
	34.87	69.57	
SouthCounty	135	3	138
	20.03	0.45	20.47
	97.83	2.17	
	20.74	13.04	
Washington	148	2	150
	21.96	0.30	22.26
	98.67	1.33	
	22.73	8.70	
No Resp	4	0	4
	0.59	0.00	0.59
	100.00	0.00	
	0.61	0.00	
Total	651	23	674
	96.59	3.41	100.00

Frequency Missing = 14

Question 4.2 - Have you purchased groceries while using the bike paths? (0=No, 1=Yes)

Table of Path by qu42groc

Path(Bicycle Path)
qu42groc(Q4.2 - **Have you purchased groceries?**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	131	8	139
	19.44	1.19	20.62
	94.24	5.76	
	22.20	9.52	
EastBay	208	35	243
	30.86	5.19	36.05
	85.60	14.40	
	35.25	41.67	
SouthCounty	118	20	138
	17.51	2.97	20.47
	85.51	14.49	
	20.00	23.81	
Washington	130	20	150
	19.29	2.97	22.26
	86.67	13.33	
	22.03	23.81	
No Resp	3	1	4
	0.45	0.15	0.59
	75.00	25.00	
	0.51	1.19	
Total	590	84	674
	87.54	12.46	100.00

Frequency Missing = 14

Question 4.2 - Have you purchased household items while using the bike paths? (0=No, 1=Yes)

Table of Path by qu42hi

Path(Bicycle Path)
qu42hi(Q4.2 - **Have you purchased household items?**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	136	3	139
	20.18	0.45	20.62
	97.84	2.16	
	21.38	7.89	
EastBay	228	15	243
	33.83	2.23	36.05
	93.83	6.17	
	35.85	39.47	
SouthCounty	126	12	138
	18.69	1.78	20.47
	91.30	8.70	
	19.81	31.58	
Washington	142	8	150
	21.07	1.19	22.26
	94.67	5.33	
	22.33	21.05	
No Resp	4	0	4
	0.59	0.00	0.59
	100.00	0.00	
	0.63	0.00	
Total	636	38	674
	94.36	5.64	100.00

Frequency Missing = 14

Question 4.2 - Have you purchased any other items while using the bike paths? (0=No, 1=Yes)

Table of Path by qu42other

Path(Bicycle Path)
qu42other(Q4.2 - **Others?**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	137	2	139
	20.36	0.30	20.65
	98.56	1.44	
	21.27	6.90	
EastBay	228	15	243
	33.88	2.23	36.11
	93.83	6.17	
	35.40	51.72	
SouthCounty	130	8	138
	19.32	1.19	20.51
	94.20	5.80	
	20.19	27.59	
Washington	146	4	150
	21.69	0.59	22.29
	97.33	2.67	
	22.67	13.79	
No Resp	3	0	3
	0.45	0.00	0.45
	100.00	0.00	
	0.47	0.00	
Total	644	29	673
	95.69	4.31	100.00

Frequency Missing = 15

Question 4.3 – On average, how much do you spend in stores near a bike path during a regular outing?

Table of Path by Spend

Path(Bicycle Path)
Spend(Q4.3 - **How much you spend in stores near a bike path during a regular outing?**)

Frequency Percent Row Pct Col Pct	$0	$1-$5	$6-$10	> $10	No Resp	Total
Blackstone	98	26	13	3	2	142
	14.24	3.78	1.89	0.44	0.29	20.64
	69.01	18.31	9.15	2.11	1.41	
	33.00	11.35	14.61	5.08	14.29	
EastBay	55	106	43	39	1	244
	7.99	15.41	6.25	5.67	0.15	35.47
	22.54	43.44	17.62	15.98	0.41	
	18.52	46.29	48.31	66.10	7.14	
SouthCounty	60	57	16	5	3	141
	8.72	8.28	2.33	0.73	0.44	20.49
	42.55	40.43	11.35	3.55	2.13	
	20.20	24.89	17.98	8.47	21.43	
Washington	82	38	17	12	8	157
	11.92	5.52	2.47	1.74	1.16	22.82
	52.23	24.20	10.83	7.64	5.10	
	27.61	16.59	19.10	20.34	57.14	
No Resp	2	2	0	0	0	4
	0.29	0.29	0.00	0.00	0.00	0.58
	50.00	50.00	0.00	0.00	0.00	
	0.67	0.87	0.00	0.00	0.00	
Total	297	229	89	59	14	688
	43.17	33.28	12.94	8.58	2.03	100.00

Question 4.4 – Has the existence of bike paths influenced your purchasing of recreational equipment for yourself or your family? (0=No, 1=Yes)

Table of Path by qu44

Path(Bicycle Path)
qu44(Q4.4 - **Have bike paths influenced your purchasing of recreational equipment?**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	64	77	141
	9.41	11.32	20.74
	45.39	54.61	
	22.94	19.20	
EastBay	87	156	243
	12.79	22.94	35.74
	35.80	64.20	
	31.18	38.90	
SouthCounty	45	95	140
	6.62	13.97	20.59
	32.14	67.86	
	16.13	23.69	
Washington	80	72	152
	11.76	10.59	22.35
	52.63	47.37	
	28.67	17.96	
No Resp	3	1	4
	0.44	0.15	0.59
	75.00	25.00	
	1.08	0.25	
Total	279	401	680
	41.03	58.97	100.00

Frequency Missing = 8

Question 4.5 - Have you ever rented a bicycle to ride on a path? (0=No, 1=Yes)

Table of Path by qu45

Path(Bicycle Path)
qu45(Q4.5 - **Have you ever rented a bicycle to ride on the path?**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	132	9	141
	19.41	1.32	20.74
	93.62	6.38	
	20.43	26.47	
EastBay	226	17	243
	33.24	2.50	35.74
	93.00	7.00	
	34.98	50.00	
SouthCounty	134	5	139
	19.71	0.74	20.44
	96.40	3.60	
	20.74	14.71	
Washington	150	3	153
	22.06	0.44	22.50
	98.04	1.96	
	23.22	8.82	
No Resp	4	0	4
	0.59	0.00	0.59
	100.00	0.00	
	0.62	0.00	
Total	646	34	680
	95.00	5.00	100.00

Frequency Missing = 8

Question 4.6 – If you are a tourist, did the existence of the bike paths in Rhode Island influence your decision to visit the State?

Table of Path by Influence

Path(Bicycle Path)
Influence(Q4.6 - **Did bike paths influence your decision to visit RI?**)

Frequency Percent Row Pct Col Pct	No	Yes	NA	No Resp	Total
Blackstone	3	3	135	1	142
	0.44	0.44	19.62	0.15	20.64
	2.11	2.11	95.07	0.70	
	14.29	6.38	22.28	7.14	
EastBay	7	34	199	4	244
	1.02	4.94	28.92	0.58	35.47
	2.87	13.93	81.56	1.64	
	33.33	72.34	32.84	28.57	
SouthCounty	6	3	131	1	141
	0.87	0.44	19.04	0.15	20.49
	4.26	2.13	92.91	0.71	
	28.57	6.38	21.62	7.14	
Washington	4	7	139	7	157
	0.58	1.02	20.20	1.02	22.82
	2.55	4.46	88.54	4.46	
	19.05	14.89	22.94	50.00	
No Resp	1	0	2	1	4
	0.15	0.00	0.29	0.15	0.58
	25.00	0.00	50.00	25.00	
	4.76	0.00	0.33	7.14	
Total	21	47	606	14	688
	3.05	6.83	88.08	2.03	100.00

Question 4.7 – Would you consider the proximity to a bike path an important consideration when buying a home? (0=No, 1=Yes)

Table of Path by qu47

Path(Bicycle Path)
qu47(Q4.7 - **Is the proximity of bike paths important when buying a home?**)

Frequency Percent Row Pct Col Pct	0	1	Total
Blackstone	70	71	141
	10.32	10.47	20.80
	49.65	50.35	
	22.44	19.40	
EastBay	100	142	242
	14.75	20.94	35.69
	41.32	58.68	
	32.05	38.80	
SouthCounty	66	74	140
	9.73	10.91	20.65
	47.14	52.86	
	21.15	20.22	
Washington	73	78	151
	10.77	11.50	22.27
	48.34	51.66	
	23.40	21.31	
No Resp	3	1	4
	0.44	0.15	0.59
	75.00	25.00	
	0.96	0.27	
Total	312	366	678
	46.02	53.98	100.00

Frequency Missing = 10

Question 5.1 – What is your gender?

Table of **Path by Gender**

Path(Bicycle Path) Gender(Q5.1, **What is your gender?**)

Frequency Percent Row Pct Col Pct	Female	Male	No Resp	Total
Blackstone	76	65	1	142
	11.05	9.45	0.15	20.64
	53.52	45.77	0.70	
	25.17	17.06	20.00	
EastBay	112	131	1	244
	16.28	19.04	0.15	35.47
	45.90	53.69	0.41	
	37.09	34.38	20.00	
SouthCounty	45	95	1	141
	6.54	13.81	0.15	20.49
	31.91	67.38	0.71	
	14.90	24.93	20.00	
Washington	67	88	2	157
	9.74	12.79	0.29	22.82
	42.68	56.05	1.27	
	22.19	23.10	40.00	
No Resp	2	2	0	4
	0.29	0.29	0.00	0.58
	50.00	50.00	0.00	
	0.66	0.52	0.00	
Total	302	381	5	688
	43.90	55.38	0.73	100.00

Question 5.2 – What is your age? Indicate category

Table of **Path by Age**

Path(Bicycle Path) Age(Q5.2 - **What is your age group?**)

Frequency Percent Row Pct Col Pct	15 & under	16-35	36-45	46-65	Over 65	No Resp	Total
Blackstone	3	36	30	66	6	1	142
	0.44	5.23	4.36	9.59	0.87	0.15	20.64
	2.11	25.35	21.13	46.48	4.23	0.70	
	16.67	27.07	23.08	22.15	5.71	25.00	
EastBay	6	40	51	117	30	0	244
	0.87	5.81	7.41	17.01	4.36	0.00	35.47
	2.46	16.39	20.90	47.95	12.30	0.00	
	33.33	30.08	39.23	39.26	28.57	0.00	
SouthCounty	5	30	30	59	16	1	141
	0.73	4.36	4.36	8.58	2.33	0.15	20.49
	3.55	21.28	21.28	41.84	11.35	0.71	
	27.78	22.56	23.08	19.80	15.24	25.00	
Washington	4	27	17	55	52	2	157
	0.58	3.92	2.47	7.99	7.56	0.29	22.82
	2.55	17.20	10.83	35.03	33.12	1.27	
	22.22	20.30	13.08	18.46	49.52	50.00	
No Resp	0	0	2	1	1	0	4
	0.00	0.00	0.29	0.15	0.15	0.00	0.58
	0.00	0.00	50.00	25.00	25.00	0.00	
	0.00	0.00	1.54	0.34	0.95	0.00	
Total	18	133	130	298	105	4	688
	2.62	19.33	18.90	43.31	15.26	0.58	100.00

Age by Gender distribution of overall sample

Table of **Age by Gender**

Age(Q5.2 - **What is your age group?**)
Gender(Q5.1, **What is your gender?**)

Frequency Percent Row Pct Col Pct	Female	Male	No Resp	Total
15 & under	3	15	0	18
	0.44	2.18	0.00	2.62
	16.67	83.33	0.00	
	0.99	3.94	0.00	
16-35	80	53	0	133
	11.63	7.70	0.00	19.33
	60.15	39.85	0.00	
	26.49	13.91	0.00	
36-45	63	67	0	130
	9.16	9.74	0.00	18.90
	48.46	51.54	0.00	
	20.86	17.59	0.00	
46-65	129	169	0	298
	18.75	24.56	0.00	43.31
	43.29	56.71	0.00	
	42.72	44.36	0.00	
Over 65	27	77	1	105
	3.92	11.19	0.15	15.26
	25.71	73.33	0.95	
	8.94	20.21	20.00	
No Resp	0	0	4	4
	0.00	0.00	0.58	0.58
	0.00	0.00	100.00	
	0.00	0.00	80.00	
Total	302	381	5	688
	43.90	55.38	0.73	100.00

Age by gender distribution - Blackstone

Table 1 of **Age by Gender**
Controlling for Path=**Blackstone**

Age(Q5.2 - What is your age group?)
Gender(Q5.1, What is your gender?)

Frequency Percent Row Pct Col Pct	Female	Male	No Resp	Total
15 & under	1	2	0	3
	0.70	1.41	0.00	2.11
	33.33	66.67	0.00	
	1.32	3.08	0.00	
16-35	23	13	0	36
	16.20	9.15	0.00	25.35
	63.89	36.11	0.00	
	30.26	20.00	0.00	
36-45	18	12	0	30
	12.68	8.45	0.00	21.13
	60.00	40.00	0.00	
	23.68	18.46	0.00	
46-65	33	33	0	66
	23.24	23.24	0.00	46.48
	50.00	50.00	0.00	
	43.42	50.77	0.00	
Over 65	1	5	0	6
	0.70	3.52	0.00	4.23
	16.67	83.33	0.00	
	1.32	7.69	0.00	
No Resp	0	0	1	1
	0.00	0.00	0.70	0.70
	0.00	0.00	100.00	
	0.00	0.00	100.00	
Total	76	65	1	142
	53.52	45.77	0.70	100.00

Age by Gender distribution – East Bay

Table 2 of **Age by Gender**
Controlling for Path=**East Bay**

Age(Q5.2 - What is your age group?)
Gender(Q5.1, What is your gender?)

Frequency Percent Row Pct Col Pct	Female	Male	No Resp	Total
15 & under	0	6	0	6
	0.00	2.46	0.00	2.46
	0.00	100.00	0.00	
	0.00	4.58	0.00	
16-35	27	13	0	40
	11.07	5.33	0.00	16.39
	67.50	32.50	0.00	
	24.11	9.92	0.00	
36-45	22	29	0	51
	9.02	11.89	0.00	20.90
	43.14	56.86	0.00	
	19.64	22.14	0.00	
46-65	53	64	0	117
	21.72	26.23	0.00	47.95
	45.30	54.70	0.00	
	47.32	48.85	0.00	
Over 65	10	19	1	30
	4.10	7.79	0.41	12.30
	33.33	63.33	3.33	
	8.93	14.50	100.00	
No Resp	0	0	0	0
	0.00	0.00	0.00	0.00
	.	.	.	
	0.00	0.00	0.00	
Total	112	131	1	244
	45.90	53.69	0.41	100.00

Age by Gender distribution - South County

Table 3 of **Age by Gender**
Controlling for Path=**South County**

Age(Q5.2 - What is your age group?)
Gender(Q5.1, What is your gender?)

Frequency Percent Row Pct Col Pct	Female	Male	No Resp	Total
15 & under	0	5	0	5
	0.00	3.55	0.00	3.55
	0.00	100.00	0.00	
	0.00	5.26	0.00	
16-35	14	16	0	30
	9.93	11.35	0.00	21.28
	46.67	53.33	0.00	
	31.11	16.84	0.00	
36-45	12	18	0	30
	8.51	12.77	0.00	21.28
	40.00	60.00	0.00	
	26.67	18.95	0.00	
46-65	17	42	0	59
	12.06	29.79	0.00	41.84
	28.81	71.19	0.00	
	37.78	44.21	0.00	
Over 65	2	14	0	16
	1.42	9.93	0.00	11.35
	12.50	87.50	0.00	
	4.44	14.74	0.00	
No Resp	0	0	1	1
	0.00	0.00	0.71	0.71
	0.00	0.00	100.00	
	0.00	0.00	100.00	
Total	45	95	1	141
	31.91	67.38	0.71	100.00

Age by Gender distribution – Washington Secondary

Table 4 of **Age by Gender**
Controlling for Path=**Washington**

Age(Q5.2 - What is your age group?)
Gender(Q5.1, What is your gender?)

Frequency Percent Row Pct Col Pct	Female	Male	No Resp	Total
15 & under	2	2	0	4
	1.27	1.27	0.00	2.55
	50.00	50.00	0.00	
	2.99	2.27	0.00	
16-35	16	11	0	27
	10.19	7.01	0.00	17.20
	59.26	40.74	0.00	
	23.88	12.50	0.00	
36-45	10	7	0	17
	6.37	4.46	0.00	10.83
	58.82	41.18	0.00	
	14.93	7.95	0.00	
46-65	25	30	0	55
	15.92	19.11	0.00	35.03
	45.45	54.55	0.00	
	37.31	34.09	0.00	
Over 65	14	38	0	52
	8.92	24.20	0.00	33.12
	26.92	73.08	0.00	
	20.90	43.18	0.00	
No Resp	0	0	2	2
	0.00	0.00	1.27	1.27
	0.00	0.00	100.00	
	0.00	0.00	100.00	
Total	67	88	2	157
	42.68	56.05	1.27	100.00

Question 5.3 – Where do you live? City of residence

Q5.3 - **City where you live**

City	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Albion	6	0.87	6	0.87
Attleboro	8	1.16	14	2.03
Baltimore	1	0.15	15	2.18
Barrington	23	3.34	38	5.52
Blackstone	1	0.15	39	5.67
Boston	1	0.15	40	5.81
Bridgewater	3	0.44	43	6.25
Bristol	43	6.25	86	12.50
Cambridge	1	0.15	87	12.65
Canterbury	1	0.15	88	12.79
Carolina	1	0.15	89	12.94
Central Falls	2	0.29	91	13.23
Charlestown	7	1.02	98	14.24
Chepachet	1	0.15	99	14.39
Clayville	1	0.15	100	14.53
Coventry	45	6.54	145	21.08
Cranston	61	8.87	206	29.94
Cumberland	56	8.14	262	38.08
East Greenwich	3	0.44	265	38.52
East Providence	14	2.03	279	40.55
Eastchester	1	0.15	280	40.70
Exeter	2	0.29	282	40.99
Fort Wayne	1	0.15	283	41.13
Foster	1	0.15	284	41.28
Framingham	1	0.15	285	41.42
Franklin	1	0.15	286	41.57
Glocester	6	0.87	292	42.44
Grafton	1	0.15	293	42.59
Greenville	1	0.15	294	42.73
Harrisville	1	0.15	295	42.88
Haverhill	1	0.15	296	43.02
Holbrook	1	0.15	297	43.17
Hope	2	0.29	299	43.46
Ivoryton	1	0.15	300	43.60
Jamestown	1	0.15	301	43.75
Johnston	7	1.02	308	44.77
Kingston	12	1.74	320	46.51
Ledyard	1	0.15	321	46.66
Leicester	1	0.15	322	46.80
Lincoln	42	6.10	364	52.91
Little Compton	1	0.15	365	53.05
Manville	9	1.31	374	54.36
Marlboro	2	0.29	376	54.65
Milford	3	0.44	379	55.09
Millville	1	0.15	380	55.23
Narragansett	12	1.74	392	56.98
New York City	1	0.15	393	57.12

Newport	2	0.29	395	57.41
Newton	1	0.15	396	57.56
North Attleboro	3	0.44	399	57.99
North Dighton	1	0.15	400	58.14
North Kingstown	8	1.16	408	59.30
North Providence	7	1.02	415	60.32
North Scituate	1	0.15	416	60.47
North Smithfield	2	0.29	418	60.76
Northampton	1	0.15	419	60.90
Norton	1	0.15	420	61.05
Pawtucket	15	2.18	435	63.23
Peace Dale	5	0.73	440	63.95
Plainville	1	0.15	441	64.10
Portsmouth	9	1.31	450	65.41
Providence	37	5.38	487	70.78
Reading	1	0.15	488	70.93
Rehoboth	3	0.44	491	71.37
Richmond	4	0.58	495	71.95
Riverside	12	1.74	507	73.69
Roslindale	1	0.15	508	73.84
Rumford	1	0.15	509	73.98
Saunderstown	3	0.44	512	74.42
Scituate	6	0.87	518	75.29
Seekonk	5	0.73	523	76.02
Sherman	1	0.15	524	76.16
Slocum	1	0.15	525	76.31
Smithfield	7	1.02	532	77.33
Somerset	3	0.44	535	77.76
South Attleboro	1	0.15	536	77.91
South Kingstown	9	1.31	545	79.22
Southborough	1	0.15	546	79.36
Storrs	1	0.15	547	79.51
Stow	1	0.15	548	79.65
Swansea	2	0.29	550	79.94
Taftville	1	0.15	551	80.09
Tauton	4	0.58	555	80.67
Tiverton	4	0.58	559	81.25
Tolland	1	0.15	560	81.40
Topsfield	1	0.15	561	81.54
Uxbridge	1	0.15	562	81.69
Wakefield	43	6.25	605	87.94
Wales	1	0.15	606	88.08
Warren	5	0.73	611	88.81
Warwick	18	2.62	629	91.42
Webster	1	0.15	630	91.57
Wellesley	1	0.15	631	91.72
West Kingston	16	2.33	647	94.04
West Warwick	10	1.45	657	95.49
West Windsor	1	0.15	658	95.64
Westerly	3	0.44	661	96.08
Wilmington	2	0.29	663	96.37
Woonsocket	11	1.60	674	97.97
No Resp	14	2.03	688	100.00

Question 5.3 – Where do you live? State of residence

Q5.3 - **State where you live**

State	Frequency	Percent	Cumulative Frequency	Cumulative Percent
CT	10	1.45	10	1.45
IN	1	0.15	11	1.60
MA	61	8.87	72	10.47
MD	1	0.15	73	10.61
NJ	1	0.15	74	10.76
NY	2	0.29	76	11.05
RI	600	87.21	676	98.26
VT	1	0.15	677	98.40
No Resp	11	1.60	688	100.00

Question 5.4 – Has your use of the bike path helped you to maintain a healthy lifestyle?

Q5.4 - Are paths helping you to maintain a healthy lifestyle?

qu54	Frequency	Percent	Cumulative Frequency	Cumulative Percent
No	14	2.05	14	2.05
Yes	668	97.95	682	100.00

Frequency Missing = 6

Appendix H – Responses to the option "OTHER"

Some of the questions in the off-path questionnaire had the option "OTHER". This option was included in some of the questions so that respondents could include answers not given as an option in the questionnaire. The following are the "OTHER" answers for each of the questions where this option was included. Answers were not edited and spelling mistakes are not corrected.

1.2 – How do you usually travel to/from the path (other)	**# Responses**
Electric Scooter	1
Hand Peddle/Handcycle	3
I also drive from Westerly,RI to your area just to bike	1
I both walk and bicycle to the bike path.	1
Live adjacent to path	1

1.3 What activities do you participate in on path (other)?	**# Responses**
Art Work (Painting)	1
Birdwatch	1
Dog-walk	4
Electric Scooter	1
explore enviroment	1
Fishing	1
Hand Peddle/Handcycle	4
Horseback riding	1
Picnic	1
Run	1
Scooter	1
Sit and read	1
Skate Board	1
Skate not inline	1
skipping, jumping, smiling, laughing	1
Snowshoe	1
wagon/stroller	1

1.9 What are your reasons for using the path (other)?	**# Responses**
Art work (Painting)	1
Avoid auto traffic/Safety	10
Beautiful scenery and setting	4
bird watching	1
commute to recreational areas ie the beach	1
cross country practice	1
Dog-walk	2
Eat	1
Outings with friends and family	8
I like it there.	1
Letterboxing	1

means of relaxation	2
Pound	1
Spin training for cycling, plus is enables me to work my legs evenly over a period of time.	1
Teach handicap sone how to keep in right lane when riding	1
to waste time	1
Walk Dog	6
Weight control	1

2.2c For what reasons do you commute by bike/foot (other)?	**# Responses**
Car being serviced	2
Car Died.	1
Convenience in getting around downtown	1
Enjoyment	1
I enjoy riding the bicycle	1
I like to be outside	1
parking concerns	1
Relieves work stress	1
Training for marathon	1

2.3c What prevents commuting by bike/foot (other)?	**# Responses**
Age	1
Am consideridering doing this next summer	1
Business attire uncomfortable for walking/bicycle	1
Cannot ride the Newport Bridge	2
Can't get from WestWarwick to East Prov. by bike path yet.If they ever connect the Washington path to the East Bay path I would commute by bike.	1
connector bridge needs to be built - would make it easier to get from woonsocket to Lincoln	1
dangerous road	5
direction of path	1
Disability	1
Do Not Commute	3
dont work in an area convenient to bike path	1
get too dirty; prefer to shower at home	3
getting to/from after-work activities	1
Have to take kids too	1
Hills	1
Need car for work during the day (visiting nurse, sales, etc.)	12
I bicycle for exercise only	1
i don't have a bike	1
I have a city car	1
not able to carry all needed work items on a bicycle	3
I work from home	1
I work in Newport and there are no paths over the Mt. Hope bridge.	1
Ice	1
I'M A SELF EMPLOYED CARPENTER	1

No bike path avail from Tiverton,RI	1
People walking on the wrong side	1
Retired	16
save my energy for work	1
school dropoff	1
Snow, darkness	1
Time of day	1
Too far	1
we live in Massachusetts so would not commute on this path	1

3.1 Problems on the Path (other)	**3.1p – How important**
at times - too crowded	5
availability of trash cans for litter	5
bridges in Barrington not good for roller bladers	5
broken pavement in Warren, in particular	5
Children too young causing safety hazards	5
Clear snow/ice	5
connections with other paths	5
distance markers	5
Dog Droppings (11)	**5**
dogs not on leads or on too long leads (9)	**5**
emergency contact areas	5
emergency phones/services	4
excellent condition	5
Fishing Residue	3
garbage cans	5
intersections with roads could be better	5
It has taken too long to install the bridge on the Blacksone Valley bikepath	5
lack of distance, not long enough	5
lack of enforcement	5
lack of evening/night light	5
Length – Longer (3)	5
Lighting	5
lighting near intersections	2
Lights	5
links to path so I don't have to drive	5
maintenence, stick and mulch removal after rainstorm not performed	5
Martin St.- Safety (crossing)	5
Mile markers (3)	1
Mile markers every 1/2 mile or so	5
more trash cans	4
natural debris on the path, espically true when roller-blading.	5
Need water fountain	5
Needs restaurants	5
needs to be patrolled (2)	5
no restroom	5
no shade	5
organizing activities	5
Path should be widened by two more lanes - 2 for bikers 2 for walkers	5

people don't/can't read directions	4
People walking/riding 2 abreast or more	4
Please put "Walk-on-Left" signs near the parking areas in Albion. They are USELESS halfway to Manville or half way to Ashton. Walkers need to follow the bike path rules (or become literate). If possible, have monitors tell people to walk on the left. This is a potentially dangerous situation.	5
Police bike paths	4
poor condition of pavement in some areas	4
roller bladders	4
Sewer Smell	4
Sinage Needed (Maps!)	4
smooth access to wooden bridges on East Bay	5
snow removal	1
Sometimes tall grass on shoulders of path, uncomfortable for stretching, etc.	4
sticks and rocks on path	2
Sweep paths	5
There is lots of standing water near the Blackstone River path-mosquitoes breed there and may be dangerous to public health, West Nile for example	5
too many stop signs	5
trails need to be cleaned with a street sweeper -leaves, branches, dirt	5
trash cans	2
trash cans (2)	5
traveling minstrels	5
User Curtesy	5
Very rough pavement on liberty lane crossing	5
Waste of tax money	5

3.1 Problems on the Path (other)	**3.1q How important**
at times – others oblivious to path rules	5
Bike Riders Not Declaring Passing slower users	5
Connecting to mass	4
Dogs not being cleaned up after (3)	5
Good smaratin patrols/fire/medic	5
Irresponsible Parents with small Childres	5
lack of education	1
Lights	5
Line dividers	1
Need portapotty (2)	5
No Pavement in parts of Coventry	5
people need to understand trail ediquette-walkers, riders	5
people not educated on proper rules of path	5
people walking on wrong side of path	5
Re-design providence st. crossing in W. Warwick	5
sand/gravel during winter/early spring	4
Skunk & Pigeon	5
Sticks & rocks etc. that trip inline skaters	5
there should be more trails	5
walking 4 abreast	1
workers do great job	5

3.2n Desirable features of bike paths (other)	3.2n
a safe, clean environment	5
Availability of entire path....not small sections of it	5
Bathrooms	5
Brush Maintenance	4
Clean (5)	5
close to where I live.	5
Connecting to other path	5
Distance Markers	5
Dog feces	1
feeling safe	5
Friendly People	4
long continuous trails	4
make them all connect	5
not taken over by walkers they need separate lanes	1
pet free - humans only	5
police bike patrols	5
Street Signs - Location points	5
swept often	5
traveling minstrels	5
Well maintained	5

4.2 What types of items purchased (other)?	# Responses
Antiques	
Bank	2
bike gear/parts	3
Books/Video	2
Breakfast	1
Car maintenance	1
Cigarettes	1
Cleaning and Laundry Services	1
Clothing	1
Gas	2
I wish there were some of these options	1
Medication	2
Newspaper	6
on a one day trip we purchased drinks, lunch, bicycle accessories, and ice cream	1
our bike path does not go past any stores yet...so this does not apply	1
Photos	1
post office	3
repair items	1
We have dined in Bristol	1
We live so far from everything we may pick up all	1

Appendix I – User Comments

Inherent in the survey design process is the trade-offs survey designers must face when determining which questions and/or issues to explore in the survey versus the length of the survey. To allow users to express their views on issues that may have been missed in the survey design phase, respondents were allowed to write in their comments for both the electronic survey and the paper survey. These comments, sorted by path, are included below, verbatim. Comments were not edited and spelling mistakes were not corrected.

Blackstone Valley

Again, it seems that the construction of the extension of the Blackstone Valley bikepath is an afterthought. The bridge that would double the length of the path sits unused. It should have been finished months ago. Come on move it!!!

As far as I'm concerned they are great the way they are. I don't like commercialism. Richard W. Smith

Because of the high volume of traffic in the area, we use to walk inside at one of the malls. Every morning I needed to push myself to go to the mall, and since we started walking and riding our bikes on the Blackstone Canal path, I look forward to my walk every morning. The paths are always well kept. It is a beautiful sight to see the new bridge connecting with Manville and Lincoln for everyone to enjoy and everyone we meet is so friendly. Keep up the good work!

Bike Path in Lincoln is great and we really enjoy having it around.

Clear view at intersections with roads.

Control dog owners and make owners police dog litter.

Dog owners should pick up after their animals. Should be signs telling them.

Exclusion of high speed road racing bicycles. Difficult for elderly users to move out of the way.

Expedite linking paths for fostering use by commuters. I would like to be able to commute to work in Wrentham, Mass someday by bikepath or at least on a road that had a shoulder and not a curb several inches from traffic! Which brings up another point: it would be nice to see more road improvements incorporate a safe space for cyclists; to me this is just as important as the development of bicycle paths.

Fines for people who litter and not picking up dog crap. Keep up the good work. Thank you.
For the safety of the walker there should be signs that bikers (facing the walker) should change lanes, not the other way around.

Has the landscaping on the section of the Blackstone River path between Ashton and Manville not been completed? It is definitely not as nicely maintained as the area between Ashton and Lonsdale.
I absolutely love the blackstone path. I am a walker and love it because it does not have as many bikers as the bristol one. I am afraid this will change when the path gets longer. any thoughts about

shorter walking, running, roller blading only. no bikes. I would hate to have blackstone be as busy with bikes as bristol. Also any thoughts about a path in the glocester, foster, scituate area?? I work out of state and tell everyone about our great bikes paths and such. lets keep RI great.

I am 76 yrs of age. I walk 1-2 miles every morning with my dog, 7 days a week. I attribute my excellent health to that daily and enjoyable exercise. The Blackstone River bikeway is so beautiful and well maintained. The workers are to be congratulated!

I believe that rest rooms along the way would make it possible for us to be more comfortable and able to spend more time enjoying the bike paths.

I don't think dogs should be allowed because some masters still don't clean up after them.

I enjoy both Blackstone Bike Path & East Bay. Overgrown- in ground roots can be a problem as far as path smoothness- Looking forward to completion of bridge over Blackstone River.

I enjoy my morning walks at the Blackstone River Bikeway. I walk five miles a day. It is one of the better things the state of RI has done for the tax payer.

I enjoy the bike path as often as I can with my children and am looking forward to completion of the crossings that will allow us to use a larger section of it. I also really enjoy its close location to me as we ride to it and don't need to enter and exit it where a car is parked. For the small section we can currently get to the availability of water is important. there are currently no fountains, rest rooms, or vendors conveniently located. Hopefully when the completed sections are finally joined together there may be more places where phones, water, information, etc will be available.

I feel that the bike path is one of the best things about Lincoln. My only concern with adding restrooms is that they will not be maintained properly and the quality of the path itself will go down. I would enjoy seeing more wildflowers on the path, and would of course love it if it was extended. On another note, I have never seen the bike path in poor condition. Whoever works on the path does a wonderful job. I wish it started in my backyard!

I find the first part of the bike path from Front St. to the new bridge at 116 overpass a very scenic and enjoyable ride, but after the bridge and most of the trail towards Woonsocket to be be lonely and boring and ugly. That hurricane wire fencing and railroad tracks is just plain blah!!! I often get off the trail and go onto Mendoon Rd. and ride the sidewalks. It's a good thing that there are no trains that use the tracks.

I have been on all the bike paths in RI and I love them all. Keep up the good work with them.
I have noticed since the completion of the Albion/Manville section of the Blackstone Valley Bikepath that maintenance has been somewhat nonexistent. Particularly a large pile of debris has not been removed and grasses are not being mowed as with other bike paths.

I have used the bike path near my home for daily fitness and health benefits. My husband uses it also for the same and has used it with friends and my younger daughter. They enjoy putting in their kayaks and paddling along the river. On one of their paddles they put in at the Cumberland bikepath, when they were returning they almost missed the landing & were heading toward the falls. There was no signage of the pending falls or landing. Recently last week I was injured while biking. Fortunately we had a cellphone to call rescue. Emergency call boxes would be useful.

I like the bike path early in the morning during the week very seldom use in the weekend not many people in the morning.

I live within 1 mile of the Blackstone Bike Path and LOVE it! I use it almost everyday to ride my bike or walk my dogs. I am looking forward to the bridge opening. I would like to see restrooms, trash cans and water fountains add to the park. Thank you!

I love the bike path, I feel that it is safe, convenient and fun. I love to run, bike and take my family on it. My 5 year old just learned to ride a 2 wheel bike, and I was so glad to have a safe place for her to practice. Thank you!

I love the Bike path. I would like to see security, especially during off peak hours. Emergency phones every mile. The Blackstone path looks great. Thank you.

I strongly support the extension and improvement of the bike path network.

I think the pooper scooper law should be in effect.

I think they've done a great job working on the bike path. One concern that does not apply to me but may apply to others would be the absense of resting benches along the path where there is a long distance both ways before you reach any exit off the bike path. If something should go wrong on the bike path and there is no place for them to rest because they're surrounded on both sides by water and fences, they may have a long way to go before they can rest or get some help. Perhaps another answer to this could be emergency phones but I think resting areas would be helpful as well.

I walk my dog on the bike path 3-5 times a week during my lunch break. My office is adjacent to the bike path.

I wholeheartedly support expanding the bike paths. They should be advertised to their fullest extent as potential tourist attractions.

I wish there was a bike path closer to where I live.

I would like better views of the river. Bushes could be thinned out. Leave all trees as they are. I am glad to see that debris has been removed from the Blackstone River bike path. A bushwacker could be used on the edge of that path. A really great bike path.

I would like the rule about dogs being leashed strictly enforced. I have been on the path when people let their dogs roam freely. I'm afraid of dogs and their owners always say: " Oh he won't hurt you."

I would like to see emergency phones at bike path

I'd like to see more distance markers along paths that do not have them.

It is the best use of my tax dollars. I would love to commute all the way to Providence if I didn't have to ride on the street.

It might be better to have more info available about the current state of the construction of the Blackstone

I've been walking at the Blackstone River Bikepath from the very opening, in fact they were still putting in the rails, then came the mile markers. It's a beautiful path especially when all the flowers are in bloom.

I've noticed grafitti paint on signs and the road in the Blackstone Valley path. Some parts of the path is starting to crack and is raising due to tree roots along the path.

Keep up the good work!

Limited parking is the only conflict. Create additional parking.
make it safe and add restrooms and warter fountains

Making sure that the paths are clean of debries and make repairs of bumps so rollerblading is more comfortable.

Mile markers would be nice. I strive to walk a little further each day, but I'm not sure exactly how far I am walking

more distance indicators such as measured mile signs.

More parking is needed on the Blackstone valley bike path.

More signs are needed to instruct people on what side is appropriate for bikers and walkers along the path. I've seen many arguments occur due to this issue between walkers and bikers/runners.

More signs in strategic locations are needed to tell people to WALK ON THE LEFT! Please put them near parking areas (like Albion) where people begin their trips. They are USELESS when they are placed long distances (as they currently are) from parking areas and people have already begun to walk on the wrong side. (Some people never even see the signs because they don't walk that far.) Just as people should not drive cars on the wrong side of the road, they should not walk on the wrong side. This is a potentially dangerous situation. Weekend users are the worst offenders. If possible, have monitors on the bikepaths to tell people to walk on the proper side.d

More signs indicating which side of the path to walk on. Many people either don't see the signs or are to stubborn to follow sign directions. Mile markers in the Cumberland, Albion, Manville area.
more signs to show people the proper direction to walk , they just don't understand even when you try to explain walk on the left. more drawings on the road to show them the way perhaps every few hundred yards

My friends and I really enjoy walking. I find it more interesting than a treadmill which I must use if I'm unable to go to the bike path. No better safe place, love it.

Need parking at martin st., albion rd. and manville hill rd., cumberland.

Offer the rental of bikes to use on the pathway-

People sometime discard bottles and cans on the bike path. Although I am in a wheelchair I would pick them up if there was a place to discard them, such as garbage cans along the way. I would suggest not putting them close to any entrance to the bike path as people would use them for their personal items and defeat their purpose. Thank you for your attention to this matter!

People that use the bike path as a place to walk their dog need to be responsible for picking up their dog's feces. The bike path is a great place b, but dodging dog feces is getting out of hand. Also, during warmer months the grass is allowed to grow extremely high. I have a concern about picking up ticks when the grass is allowed to grow so high.

places to eat

Please impose strict guidelines for dog owners - need leashes and pooper scoopers.

Please know there are 3 men who would not be biking if not for these paths - one is over 75 and the other 2 inactive until their women started using the paths. Its a joy to get together & bike the different paths at different seasons. Its the only good thing our tax dollars are useful.

Please put rest benches on 1/2 and 1 mile for elderly.

Plowing the path in the winter months would be of great value for walkers. I have never seen skiers on the bike path.

Survey filled out by both male and female - over 65 - cumberland,ri

The bike path should be plowed more in the winter, for those who would like to walk the 3 miles up and three miles down.

The bike paths that exist in Rhode Island are wonderful and should be supported, but what I would like to see are paths alongside (or part of) the main roads so that biking could be more of a neighborhood activity or commuting possibility (as in the Netherlands).

The bridge between the 2 segments of the Blackstone River bike path has been under construction for about 2 years. Why?

The only thing I wish was that there was clean water to drink and rest rooms to use especially for younger children and adults.

The paths I have seen could not be improved very much. They are ideal.

The Woonsocket segment of the bike path should stay on the west side of the river and cross the river at the Lussier (bernon) bridge and to the island park area.

To emphasize Section 3, no. 4, the bath is a very worthwhile use of tax dollars; maintenance of paths will be extremely important; completion of the connections is very desirable. The option at starting at various locations creates the opportunity to experience a "different" trail each time.

More WEB info and clearer (printable) maps on the web would be nice. Thank you.

Trash cans needed

Very enjoyable, Thank you all. It is very appreciated.
walkers with children need to keep the children in the correct lane,also some adults need to be educated to this as well.

We love the bike paths. We can't wait until the blackstone river path reaches Massachusettes and into Uxbridge! They are well planned and safely done. We enjoy the river and its wildlife.

Keep up the great work - Push ahead!

We love the path. It is beautiful. The people are polite and all say "good morning" or "hi". Money well spent on this path.

Wish there were a way to get walkers and joggers to stay to the left. They haxe been indoctrinated to stay to the right since grade school! I think the bike trails are one of the best investments the State of Rhode Island has made in the interest of the health and recreation needs of all of its citizens--young and not so young!

You need to post more signs highlighting the importance of walking on the correct side of the path. This is a major problem!

Your bike paths are great! We visit RI often, alway taking advantage of your many fine restaurants, shows and outdoor events too.

East Bay

It would be fun to eventualy have all the paths connect together.

1. Turn curb at entrance to India Pt. Park into a handicaped curb so you can just ride into park as opposed to having to get off bike and lifting it over curb. 2. Put speed bumps at the hill you go down at the end of Veterans M. Markway. Someday someone is going to glide down and make the corner and get hit by a car if you don't.

As a non-RI resident. I am very grafeful for the bike paths.

Best maintained bike path I've come across. Well worth the hour+ drive every weekend. Keep up the great work!

Bike path is well used and loved. Often on weekends it is too crowded and safety is a problem.

My health has improved since regularly using the bike path, although I am accessible to Colt State Park and often exercise there. The "extras" for the bike path (water fountains, signs, ...) are not necessary but certainly would be nice added features. The state should promote the availability of paths to tourists.

Bike path should be snow plowed in winter. Walking becomes scarce in the winter. It shouldn't take a very big snow pow, also gives someone work.

Bike paths are an asset to all ages and encourage people to walk & run.

Bike paths are fine, if maintained. the bike path in cranston/westwarwick is dangerous. people throw bottles on the path, kids thrown rocks at people. People don't know which way to ride etc.

Clean up the existing path before you add more to connect to coventry.

Bikers do not obey stop signs at some of the intersectin groads. Dog poop should be picked up by mandate.

Broken glass, styrofoam cups from Sip and Dip on path a continuing problem. A need for a trash can close to such businesses.

Concern: Safety at the Prov. end/ EB Bike path (traffic, security). Would like to see improvements to encourage more commuting to prove from E. Bay

DEM does a good job of maintaining the path. DM.

East Bay and Blackstone Valley Bike paths are great!

East Bay Path is a GREAT Path!

Enjoy meeting people--enjoy the peace and quiet. A great addition to the state.

HAVE MORE OF THEM! i LOVE THE BRISTOL PATH AND TRY TO RIDE IT WHENEVER I'M STAYING NEAR RI.IT MAKES IT SO MUCH EASIER TO GET AROUND AND SEE THE AREA AND NOT HAVE TO WORRY ABOUT CARS.I LIKE IT BECAUSE IT HAS STATE PARKS THAT CAN BE ACCESSED OFF IT. I MUST ADMIT THAT I AVOID THE SECTION THAT GOES NEAR PROVIENCE--ITS TOO INDUSTRIAL AND UGLY.(THE ANS. I GAVE ABOUT COMMUTING WERE ABOUT MY LOCAL BIKEPATH HERE IN MA,NOT YOURS)

Homeowners near bicycle paths should keep their dogs on a leash. I have had to turn around and go home because of a pit bull (between Riverside Sq and Crescent View ave) and am not the only person who has been frightened by this dog.

I am a dog owner and love to walk my dog on the path, but am dismayed by how others do not clean up after their dogs. Doggy mitts might encourage others to be better about taking care of their dogs...

I am a frequent user of bike trails in Lincoln & East Bay with husband and friends. I would like to see more built. I do not have any information on the South County Trail. Could you please send a brochure? Thank you.

I am completely satisfied with the bike path. I am a serious cyclist, but the surroundings have been a means of relaxation for me and make my exercise very enjoyable. One of the best aspects of the path is freedom from traffic. There are only a few spots where you have to interact with automobiles, which helps me to get the most out of the time on my bike.

I bought a waterfront home on the bike path. I'd be hard pressed to say which I value more -- the sunsets over the bay or access to the bike path. All of my guests agree -- the bike path is a treasure. I think the bike path definitely is integral to Bristol's sense of community.

I enjoy the East Bay bike path and Cranston bike path. I think they are a great contribution to the state. The few comments about the East Bay path are as follows: Safety issues - afraid to go alone close to dusk hours; bikers and/or roller bladers lack of alerting walkers of their presence by stating on your right or left; Safety rules posted about how to deal with people walking for those riding or

rollerblading. Also, water fountains and rest rooms are good additions b/c when most people exercise they drink water.

I felt that every time you began to ride their was an intersection or a stop sign. You had to keep stopping and starting up too many times.

I find the bike path very relaxing and enjoyable.

I grew up in Warren, RI & now work there, therefore I have always used the East Bay Bike Path. Now that I live in Pawtucket, RI, I also use the Blackstone River Bikeway. I have greatly enjoyed using both. I think it would be smart to put in water fountains along them.

I have always wished that the path was kept clear of snow in the winter. Bikes may be "out", but walking would be available. I enjoy East Bay so very much.

I have only biked the length of the East Bay bike path and think it is beautiful. I generally am a road boker of 50-100 mi per week year round.

I have used the East Bay Bike Path since it opened and I can't imagine what it would be like without it. It is just a great asset to the state.

I know it was designed as a bike path, but we roller bladers need a very smooth surface; places where roots have caused bumps need to be resurfaced. Also, groups of boys in Riverside south of Riverside square can be very unfriendly, even intimidating. Please fix bridge surfaces in Barrington.

I like the fact that the bike path is so close to work. I sometimes come on a weekend to walk, also please keep up the states bike paths and trails. Thanks.

I love the bike path - I wish summer was here always!!!!
I love the bike path and use it nearly daily. I like being able to do parts of it by riding to each section by car and then riding. I also love being able to ride it from my home and the fact that it connects with the trails in Colt Park.

I love the bike path. Being over 60 yrs old, I would appreciate a few spots with a bench to sit down and rest. Maybe you could put an ad in for people to donate a bench in their memory with their name on it of a loved one to cherish for life. Also needs maintenance, where there are bad cracks, and bumps uplifting the asphalt. Need an active committee to oversee things.

I really wish we had more miles of rec bike paths all over the New England area.

I talk to a lot of folks on the E. bay path when I exercise there. I frequently meet folks who moved here from other states who express extreme satsifaction with E. bay path. Nothing like it exists where they came from.

I think for the safety of walkers that there should be one lane just for walking and one for bikers. I always run into some kind of trouble with a biker riding on the path.

I think that the biggest problem on the East Bay path is dog excrement. There seems to be very little litter, vandalism, etc. -- Most people respect the area, but it is very uncommon for us to use the path and not come across a number of these "land mines." When our family is out walking/jogging and

pushing our young daughter in her jogging stroller, it is verry difficult to watch for and avoid these messes, particularly when we are using the grassy sidelines, too. I'm sure for some recreationalists utilizing the path is even more of a hazard/nusance.

I use the Eastbay Bike Path virtually on a daily basis more for the relaxation it provides than for the exercise.

I visit all of your mentioned paths regularly. For the past 10 years and am very satisfied with them. My only regret is there are so few. I am looking for information on the East Coast Greenway. Could you steer me in the right direction. Thx.

I would like to see animals(pets) band from the path. People are rarely seen picking up after their dogs. Dogs are constantly off leash or on leashes that are greater then 6 feet in length. People walk where ever they please. It would be nice to see someone on the path that could enforce the rules of the path. Thanks

I'm very impressed by the extensive progress of trails in RI. We just rode the blackstone valley trail on 9-18-02 and saw the new bridge being prepared for painting. I would love to see it put in place by crane! The South County paths extension to Narragansett will be great too. Keep up the good work!

In our area the path is well maintained. No complaints.

In regards to section 4 - question 1 though I don't often shop at stores near/on the bike path my family does frequent Bristol restaurants while using the East Bay bike path.

It would be an improvement if residents did not dump leaves, branches and other yard waste over their respective back fences on to the state property. In general the East Bay Bicycle path is the ideal from many perspectives.

It would be nice if they could connect with the bike path from Warren, RI into Swansea, MA and continue on into somerset and go in by the rail road tracks. Biking, running, walking, roller blading are a ll great activitiy for all ages.

It's a real plus for people moving to the state. The well maintained path says something about the government here and to what importance they place outdoor activities, the environment and its citizens opportunity for recreation.

Keep the bike path off of the Washington Bridge and Blackstone Blvd!!! Send the path up E. Prov. to the Henderson Bridge and up the Seekonk river bank thru Swan Point Cemetary and Butler Hospital grounds (there is an old road on the riverbank). I would ride to the path if this were in place. Also - I ride on country roads often.

LATLEY I HAVE SEEN A LOT OF PEOPLE WITH HEAD SETS LISTENING TO RADIOS. I BELIEVE SIGNS LISTING TRAIL RULES AT THE PARKING AREAS AND MAIN ACCESS POINTS MAY BE HELPFULL AND ADD SAFETY TO ALL USERS

Love the bike path. I am retired. Gilbert A. Pacheco 10 Prospect St. Bristol, RI 253-5592

Many people don't know how to use the path. Three and four across the path. Dogs not on leash. Children all over the path. Inline skater interfere with bikers. I say passing on the left and they go left. And I have hit some people.

More detailed maps displayed along the trail.

My eight year old son will suggest doing errands on the bike path vs using the car - great for good health and the environment.

My husband and I have visited all the paths in R.I. and many in Mass. We can't wait until they are all connected. We have biked in N.H. but R.I. is the best.

My one complaint is the aggessive attitude of the roller bladers. On weekends when the buke paths are busy with families, walkers, etc. the rolerblades are much too aggressive in my estimation. They should slowdown for safety reasons.

My wife and I think the East Bay Bike path is one of the more scenic we regularly use. We always stop at one or more stores and shop near the bike path.

People who walk their dogs have got to be told to pick up their "mess". I am tired of dodging dog stuff.

Rhode Island has done a very impressive job with their bike paths, especially this year with all the new additions.

Should have porta johns on path

Signs stating dogs must be leashed...so bikers that are afraid of animals feel a little more secure while riding..

Suggest separate lanes for bikers and runners/rollerbladers

The bike path in the coventry area needs to be finished. What they have already done is excellent, but it has to be longer and finshed.

THe bike path is not only beneficial to physical health but also to mental health and spiritual wellbeing.

The bike path should really be widened because many walkers and bikers travel in groups and if there is good weather on weekends the bike path becomes overcrowded and this can be a hazard as well as a pain in the neck.

The Blackstone Valley bikepath is much nearer my home than the East Bay bikepath, yet I use the EB path more often because the surface is far superior. The BV path pavement is very coarse and bumpy, something which is VERY noticeable on skates. In addition to the coarse paving, the attempt, shortly after the path opened, to make it more historically accurate by sanding it, has left the surface even rougher.

The East Bay bike path is a fantastic resource. In my humble opinion it is the finest thing the state has ever created.

The East Bay bike path is a wonderful beautiful enjoyable asset.

The fencing along the East Bay Path is regularly vandalized during the night. We need foot patrols during darkness hours. Or we need to ponder whether the fencing is actually needed. It does not seem to be consistently erected, i.e. near homes or water. Is the expense of regular replacement worthwhile?

The Government has no business taking private lands from people or building bike paths on front lawns (etc) against wishes of home owners. Since the path was built very near my home I use it almost every day. Consequently I have given up my health club membership and denied those people my support. Of course people will take advantage of "free government giveaways". The miles of wood railings are a particular waste of money/always being repaired(vandalism?). If the path is not free, policed, very safe, very clean, convenient, my friends and I would not use it and it would become another dirty dangerous public park.

The layout, lane dividers and distance markers are great and also impressive! I feel the existing RI bike path(s) design concept and the way it has been planned out meet all my personal needs for bicycling or walking. Going forward our future additions should continue to be cost effective,look and feel like our existing bikeways and leverage improved construction, management & maintenance methods based on what has been learned through our exisiting system and experiences. Keep up the good work!

The path is unevenly maintained. The seagulls liter the path with shells at the beginning in Bristol.

Very dangerous for inline skaters. In Warren, the pavement is broken and the path generally is less clean. For me and many others this is a 4-season activity, and the path needs at least a modicum of maintenance year-round. The no-rollerblading signs at Colt State park seem arbitrary to me and fair to moderately hostile. At the very least, the no-inline rules don't need to be enforced year-round.

The path that I use is well kept and very well used. I just wish it were longer or connected to other paths.

The paths were nice neat and clean the deserved an A++++++++++++++!
the paving of the east bay path is a great thing. i have been using the east bay path regularly for many years, and recently started using the south county path after work. i am mostly happy with them as they are now. I look forward to the extension of the South county trail

The value of a bike path increases with increased access for those wishing to use the bike path and more so with increased connections or access to desidred destinations (shopping area, commuting, etc.)

The Warren crossing in town is the most unsafe passage on the entire trail. It seems at that point that people are not looking out for the users. I would also say that I feel the most unsafe in that area as well. I would suggest some sort of light or larger, more evident crossing signs to protect that crossing.

There is a lot of money being spent on bike lanes. I would prefer the money be spent on paths like the East Bay path or Cranston path.

There was a rape on the East Bay path a few years ago, so I feel the high landscape in Warren should be trimmed back more often, that is our biggest fear. Our family loves the bike path. We use it since it opened.

This is our favorite bike path. We use to use the Lexington, MA bike path all the time ,as well as, others suggested paths on local town roadways. Now we plan a morning trip to RI and enjoy the entire experience much more.

Too many dogs on the path, some unleashed. Many dog droppings on the paths.

Walkers feeling they have the right of way. Children not maintaining lane of travel.

We are lucky enough to live within 100 yards of the East Bay Bikepath and consider it a real treasure. Every houseguest -- and we have had many -- has used the bikepath and commented on it's beauty and how fortunate we are to have it near us.

We could use the crossing bars that come down because I nearly got hit a couple of times.

We love the bike path. It is my way to relax and think and relieve tension. I enjoy the many families who use it. I use the one in Coventry also. Mr Tom Burns worked very hard for us to get this great East Bay Bike Path. It's my enjoyment.

We only visited your bike path once. It was wonderful and we'll use it again. We are looking forward to the expansion!

We vacation in Rhode Island throughout the summer months. We try to visit the Warren Bike Path at least once a year but have to travel over an hour to get there. It is our favorite path due to the surrounding wildlife and views. We travel the South Kingston bike path several times a year since it is much closer.

Would be nice to be able to more easily find places to enter the path (ie, a map of the path and intersecting roads).

Would like more personal protection because of hooligans and criminals which preclude many paths in isolated places after dark.

I would like to see Coventry finish/link to West Warwick,who has done an excellent jobe in completing their section of the bike path.

Would like to see more bike paths through the state

In Riverside, young kids were lighting fire bombs on the path during afternoon hours and using old discarded tires to block the bicycle path. We no longer feel comfortable using this part of the bicycle path. We would love see police on bicycles!

I think the path are great. East Bay is the best, but crossing 195 after work is difficult. I use the Cranston path because it is near my office, but the maintenance of that path is terrible. I wish the paths were wider.

South County

A sign which would explain to people which is their left and which is the right.

bike path is great from sk junior high to the train station where i mostly use it. at least four time a week i bike or run or roller blade there which would otherwise be VERY unsafe along south rd.

So glad it is there and well maintained. Cant wait for the rest of it to be finished to narragansett so i can ride my bike to the beach! thanks so much for the good work! keep it up...
bike paths = good life

Can't wait for phases II, III and IV and more of the South County Bike Path!

Concerned that Narragansett not be allowed to nix path after S. Kingstown. Let it be built as planned.

Construction of the Bike path is the best thing that has occured in S. Kingstown in a long time. I really look forward to its completion through to Narragansett.

Continue working on the South County Bike Path to insure its completion to Narragansett and the beaches.

Don't become control freaks - it works well right now and we don't need extra controls, police partrolling it, or additional regulations - it is a haven compared with the rest of RI.
I believe bike paths are an important part of a healthy community. I'm excited for the completion of the South County bike path section to Narragansett.

I BELIEVE THE SOUTH COUNTY BIKE PATH NEEDS A SKIM-COAT LAYER TO FLATTEN IT OUT AS THERE SEEMS TO BE 4-5 DIFFERENT TYPES OF PAVEMENT FOR DIFFERENT REASONS.

I commute almost every day to work on the South County Bike Path. It was a big draw when looking for apartments in the area that I could bike to work. I am fully in support of more and longer bike paths. THanks!

I enjoy the bikepath immensely, but on hot summer days there needs to be somewhere to drink water. I would feel safer in the evening if it were lit up a bit. I would also commute more to friends and places after dinner if there were lights, but it is sketchy once it gets dark.

I enjoy the scenic qualities of the South County bike path very much, but I wouldn't mind having bike paths in non-scenic places. I prefer to bike to errands than use a car, but the roads are not always well suited to bikes & traffic cohabitating. So I would welcome a more extensive network of bike paths. I would love it if they'd link up with other RI bike paths so you cold make a day trip out of it. If this were the case, it would suit me if there were an occasional outhouse and drinking fountain to refill water bottles. I'm looking forward to the continuation of the South County bike path.

I entered URI as a freshman in 1997. Then I began using the south county bike path. It is a beautiful area. I enjoy using it and telling others about how cool it is. After graduation I moved to Coventry but still travel to South Kingstown for bike path use (even though there is one by my house). Anything that can be done to promote maintenance and existance of facilities such as these has my undying support. Thank you for taking an interest in this.

I find that the bike path is a safe place for me to run, and in general the other users of the path are very kind and considerate of other users. I would say that the biggest and best idea would be to add water fountains/rest rooms, but other than that the bike path is a very important part of my training routine.

I have believed in minimizing car trips in a community will enhance the quality of life for all. Though when I ask people why they do not chose to ride, safety is theri biggest concern. Riding on streets with cars is a scary proposition for average cyclists. Bike paths in one's community will increase bicycle use.

I have enjoyed incorporating the bike path into my regular exercise schedule and bike loops. I look forward to the completion of the path because currently it is too short and therefore I do not stay on it for a long time while cycling. Educating walkers about looking for "faster" moving traffic would be a plus.

I have not had any problems with other people on the South County bike path but I have read and heard of other people, notably young women, who have been harrased.

i hope on the new extension of the bike path that we don't have to cross rt.108

I like everything about the bike path. My only wish is that we get one closer to home. It takes me over 1/2 hr. by car to use the bike path. I do this because I feel safe on the path.

I like the bike path very much, and I think it is a terrific addition to the community, for a number of reasons. My only major complaint is the stark lack of traveling minstrels. Other than that, it's all good.

I LOVE living near a bikepath and I am worried that those few people in Narragansett are going to ruin things for this community. Please do anything to be sure this path is finished to the ocean-that would make it awesome! I wish it existed when my children were younger (both grown now) We would have used it a lot. Sometimes, the folks who are "speedy" bikers (you know the ones with the little black stretch pants! No offense) go very very fast and do not slow down even for baby carriages. I find teen age boys more considerate than those folks who think we are too slow. Also, dogs can be a nuisance-I almost fell over on my bike the other day when a LEASHED dog ran in front of my bike. And it seems like NO ONE cleans up after their pets (that is just about anywhere though). My daily life-my attitude, my health, my mental status, etc. would not be the same without the bike path. One more little criticism - the people who work at the train station (one guy in particular) is extremely rude and unhelpful regarding either the path or the train. If this questionaire is seen by "the powers that be" (whoever THEY are these days) can't we get some informed, friendly folks to work at AMTRAK (I know it's not really a bike path issue but it drives me crazy that more people cannot commute to boston or prov. from Kingston - MANY of us would love to, but they do NOT make it easy, especailly to Boston - it's ridiculous (cost, schedules, etc)

I love our bike paths! Dog shit on the path (the pavement) is a very big problem. I think there is no logic to "walking on the left"!! I think everyone should go in the same direction on the same side (a group with bikes and walkers/Blades and walkers/joggers and walkers.)

I LOVE RIDING AND SKATING ON THE BIKE PATH. JUST WISH I HAD ONE CLOSER TO HOME. TAKES ME MORE THAN A HALF HOUR TO DRIVE TO THE NEAREST ONE! ONE OF THE BEST THINGS THE STATE HAS DONE FOR THE TAXPAYERS. KEEP UP THE GOOD WORK!

I love the bike path and use it weekly almost daily. It would be nice to see security every now and then which I beleive was promised when it was being built.

I love the bike path! My only comment is I think you need more signs to warn motorists that a bike path crossing is approaching.

I love the S. County bike path and am thrilled it is being extended into Narragansett!

I really think they should patrol the South County path. There are many strange looking dudes walking the path sometimes with beer in a brown bag.

I ride on this bike path frequently and feel one of the best things about it is the low number of intersections you must cross. It would be nice if it was cleaned/swept/plowed in the winter as I ride it year-round. Maps to access trails for hiking or mtn biking in the great swamp would be nice.

I think they are wonderful and represent direct evidence of our tax dollars at work in an extremely positive and nurturing way. They also provide access to increasingly rare places of peace and quiet among natural elements within our bustling communities. I see this as one of the most important aspects of the paths - reconnecting the harder and harder to find nature around us to the nature within us.

I thoroughly enjoy the South County bike path. It is well maintained and the natural setting gives me a peaceful and relaxed feeling when I'm on it.

I totally support $ for bikepaths and can't wait for the bike path to be lengthened in Coventry. Each down should have one.

I wish there was a Spur trail so that I could scate to the main bike path. Driving to a parking lot, and using gas to get there, always seems such a shame to me.

I would like to see the W.K. railroad bridge and existing sidewalk repaired so that it is easier to access the bike path. I am very anxious for the remaining portions of the path to be finished so that I can ride all the way to the ocean. I wish the path went west too, for I work in the Chariho School District and wish I could bike to work.

It should be highlighted somewhere the use of the path for families w/ small children - it is a safe place for strollers and I see many families using the path = good for families.

It's the perfect place to rollerblad - I don't think I would rollerblade much if I didn't have the bike path.

Keep it growing!

Looking forward to Blackstone Valley Trail completion. Boke paths are safer to ride on than streets. Answer for South County Path other paths might have different answers.

Looking forward to the S.K. bike path being continued into Narragansett. I don't think I would work out nearly as much as I do if it weren't for the bike path. It's so convenient.

Maintenance of SC personnel is rude (trail near Kingston station). Recently road was being paved without warning signs--almost fell and got hurt. They (team of workers) were laughing and said "well I guess you will need new blades, huh!" Another time a tractor was across path causing us to full stop (hard to do) and walk with saktes on dirt. All he had to do was move a small amount.

Maybe put up rest stations (benches)or a couple of water fountains along the way to refill my water bottle. Also, the wooden bridges that cross the streams in South County are uneven are will probably catch a wheel of my rollerblade sooner or later.

More bike paths would be very beneficial.

More frequent cleanings after windy weather for rollerblading safety.

My family and I greatly enjoy the South County bike path. We find it to be well-maintained and visited by very friendly people. And the wildlife is beautiful.

My family loves the bike paths. We look forward to the poening of phase II of the South County path. I'm sure we'll frequent the shops nearby the future path. Thanks for making it happen and keep up the good work.

Off-road trail options where public wooded areas exist would allow more mountain bikers recreation as well. Additionally, where off-road trails do exist, they are not labeled which presents a huge deterrence.

On the South County Bike Trail, the ONLY place to park is at the beginning of the trail, the Kingston train station. All other road crossings have many signs that say "NO PARKING ZONE" and "TOW AWAY ZONE", Thus, unless you live near the Bike Trail, or want to travel the whole route (either biking or the like or walking) you must either park at the Kingston train station to use the trail, or you can not use it at all, because of lack of parking. There should be additional parking choices.

Ramps similar to handicap ramps for smooth exit/entry at West Kingston train station from parking area. Presently I use handicap ramps when entering and exiting ramp on commute home and to work. This allows not mounting and dismounting bike and carrying over curb.

South County bike path is an absolute gem! Most wonderful for recreation and excercise.

South County Bike Trail is wonderful. It is a gem of the county. I can't wait until other sections are done!!

Thank you

The bike path is a wonderfull addition to the South County and its lifestyle. It would be worthwhile if it could be connected somehow to URI.

The bike path is beautiful. I regularly enjoy it. I wish more rules were published on or near the bike path: such as leashes and dogs, which side to run, walk, ride or blade, riding or walking abreast. I've seen some pretty dangerous situations arise because of people who won't yield the right of way. Peolpe walk 3 or 4 abreast forcing others to pass them on the grass. Scooters weave back and forth. Rollerbladers pushing a stroller. Dogs chasing bikes or growling at walkers or joggers. A little heightened awareness could go a long way in improving shared use of the bike path.

The dog droppings are a big problem. Clearing snow would be a big help!

The Kingston bike path is a great addition and I hope it is finished to Narragansett Pier soon.

More access and parking at different areas along the route would be great. Great Job.

The person handing out surveys needs to be more knowledgable and/or have a fact sheet/map to give out.

The South County bike path is in excellent condition for rollerblading. It would be wonderful if all bike paths were taken care of. The only problem I see that needs to be addressed---people walking their dogs not on leashes . The dogs run up to you and I am afraid they will make me fall while on rollerblades.

The South County Bike Path is the best thing in South County. I am not a beach goer.

There is not a ramp from the parking lot near the Kingston Station entrance to the South County bike path. As a result I must ride over an uneven section of sidewalk or hop a curb. This is annoying.

Too often I find walkers obstructing both lanes of a path and behaving rudely when I call ahead that I'm "coming through". One woman replied "It's only a bike path" as she blocked my lane with her baby stroller and the other with her dog!

Two suggestions:
Very pleased. A wonderful addition to our town. I look forward to riding to the beach.
Water bubblers along the path would be a great improvement. Also, possible an occasional restroom along the way. Trash cans would be great, but I always see caretakers picking up the litter, so that's not too bad at all. Otherwise, I think the bike path near my house is great and I can't wait for the new construction to finish so it's longer. Thanks!

We love our bike path and are anxiously awaiting it's continuation to Wakefield.However, we are concerned about the "switch back" system near Anton's on Rt. 108. We believe an overpass or underpass, though more expensive, would be much safer for bike path users and people driving on Rt. 108. Thanks!

We were planning to move from a neighborhood near a bike path but have not done so because

We enjoy it so much.

Washington Secondary

1. Police on bicycle patrols: Need more Police particularly during Spring, Summer, Fall!!!(A lot of gangs have vandalized the bike paths). 2. Need more safe traffic crossings.

1.) Discovered the bike paths when prov water would no longer allow us to use the scituate resevour for walking/jogging. 2.) Love the idea of sunshine, fresh air all year long and bike path is safe way to do it/get it. 3.) Can't wait till they are all connected!

Add more restaurants and stores with signs and paved roads to them.

All I ask for is a small map at random intervals denoting location of path/on path.

Better control of traffic in order to provide easier and safer access for street crossings, perhaps mandatory stopping of vehicles. The bike path is great except when crossing a busy intersection as it is extremely dangerous. Motorists do not stop but instead speed by. People walking their dogs should be required to clean up after them. It is disgusting when trying to enjoy the bike path and pet owners allow their dogs to relieve, etc. themselves in the middle of the path. Perhaps if there existed a bike path patrol, there would be less litter of broken bottles, etc. I use the bike path at least 5-6 days a week and truly enjoy it.

Bike path in Warwick/Cranston I use most of the Time. I can ride easilly to the path and was ecstatic when it opened. Thank you.

Bike path users often display no clear understanding of safety and courtesy. For the most part they are a friendly group. However there is much confusion as to which side of the path is reserved for walkers, which for bicks. Bikers need to call out "passing on left" to walkers not facing them. Clearly rules need to be posted.

Bikepaths are not only good for your health but also a therapy for your mind, since you are surrounded by nature. There is a state of peace; connection between you and nature.

By making more paths and intertwining them together
Coventry to Ct. State line lets get going!

Crossings of road ways need to be improved - better ramps for bikes (particularly near Keenan's Oil in W. Warwick), and better zebra stripes painted to make cars stop for bikers crossing.

East bay bike path is very overused on the weekends. Pedestrians walking on the wrong side should be warned as I have seen several near accidents. Vandalism in the Cranston area is a huge problem. There needs to be more patroling.

Enjoyed different scenerty (forests, mills, bridges, businesses) on section from Arctic to Oaklawn Ave. in Cranston. Never have gone towards coventry from Arctic. Should show intersection of North-South trail on maps.

Good Job on the path I hope the Tax problems in cranston will not stop them from completing the project!

I am excited to see a bike path that connects the entire state together.
I enjoy the Cranston-Coventry bike path very much, and I'm looking forward to its completion. It is too bad Smithfield didn't agree to put a path through their town. A Foster-Glocester to the Cranston parkade path would be nice.

I have had a couple of accidents on a VERY busy stretch in Cranston.

I know the Washington path going through WestWarwick isn't done yet, but where it crosses Providence st the ramps don't line up.Heading north on the path as you proceed to cross Providence st.the ramp onto the st.is fine,but then you have to turn right for about ten yards,then go up the ramp take a sharp left,go ten yards and take a right back onto the path.What ever happened to a nice straight line crossing the street? I walk my bike across the street,it's less dangerous.Also the ramps there are only as wide as a wheelchair ramp.

I like the use of path any time of day and all year round and is not limited to set hours and time of year. The use of small electric powered bike, scooter and chairs should be allowed so more elderly and handicapped people could enjoy this path without the risk of violating the no motor drivin vehical signs.

I look foward to the day when the bike path does connect throughout the state. Also, a rack & ride bus that is available on certain days (weekends) so that families with children can go for long site seeing bike rides without the worries of traveling home.

I love bike paths. Great for people of all ages to safely walk/ride/skate, etc. Great way for seniors to walk/congregate in a safe non-threatening way. I have met a few seniors who have taken up rollerblading since the path was installed!! I have seen many handicapped people being pushed on a bike path in wheel chairs. Not likely to be doing that on streets or sidewalks. Great for moms/dads/grammas with strollers. I get a kick out of seeing little kids learning to ride bikes.

You should ask how many people have lost weight/lowered blood pressure, etc., since bike path was completed.

i really love them. they need to be swept more often, although the east bay is the cleanest. also a lot of users have no clue as to using only one half(especially people walking dogs)

I regularly use the Blackstone Valley path but I have used and will continue to use the Washington Cty & East Bay paths. I hope progress continues on the Blackstone Valley path and the Washington Cty path. Used the Waashington Cty path twice this summer while vacationing in Narragansett.

I ride a mountain bike. It would be nice if we also had a off road bike trail.

I think that the bike path is a great way to go to many places safely. Although i do really hope that they get the bike path done from coventry to warwick then i could get to the malls from it and visit family in west warwick.

I think that the bike paths in Rhode Island are wonderful. It seems like one of the few things Government has gotten right in recent years. All that needs to be addressed is the clean up of glass from the paths, especially Cranston/Warwick/West Warwick. I use this path 4 to 5 times a week and East Providence 1 to 2 times per week.

I think that the Cranston bike path could be better maintained. As a rollerblader, small rocks, bleaves, etc can cause real havoc. If a "street sweeper" traveled the path once every two weeks it woul dmake a good thing Great!

I think the bike paths are great both the East Bay and Washington Secondary. Hopefully all bike paths will connect and eventually go through to Connecticut and Mass. I believe that the bike paths are becoming more popular and seeing more people on them but they could be a couple of feet wider to support passing of pedestrians and other slower users.

I would like to know what the _ _ _ _ is taking so long to complete the bike paths. Please let me know. Thanks.

I would like to results of this survey published. Bike path updates published and dated along with future plannings - also a public forum for future planning, complaints, suggestions, etc.

I would like to see more of them. I would like to see that all paths are marked for distance clearly in both directions (even reflective markers) and water is important. Although I use bike paths, my main place to run is the 2.5 mile loop around the lake at Lincoln Woods. It's close to home.. .plenty of facilities (although I'm not sure if bathrooms are open in the winter) HOWEVER.. I don't like the fact that they allow cars around the whole loop in the summer. For this reason, I would be more likely to use a bike path if I knew of one close to where I live. Thanks!

I would someday like to bike or walk from Maine to Florida on the Greenway - keep it going!

If the bike path were extended down town providence with a safe place to leave a bicycle, it would provide an excellent way to reach the city. Then I would answer section 4 - Economic Impact with "Who wants to go to providence in a car and park?"

In Coventry, RI from station st. to Cov./West Warwick line is not devloped. Are there plans to develop this and if not may I know the reason why? It would help me deal with not having a path in this area.

In some places, tree roots are causing ridges and bumps on the surface of the path. After the coming winter, with thermal expansion and contraction, this could be a considerable safety hazard in the spring.

It is a great source for me to excersize and I apprieciate it's exsistance.

It takes the city too long to repair vandalism on the bike path in Cranston.

It will be appreciated very much if the traffic light at Park Ave and the bike path works fast enough after it is pressed... Thanks!

It would be a tremendous help if dogowners would scoop up after their dogs. Restrooms and drinking water fountains would be very nice to have but I'm concerned about how the public would leave them after use, or the opportunity for vandalism by those who must act that way to feel complete. Thank you for sending this survey.

It would be great to have night lighting.

Its sad to say but there are individuals who entry damaging and using graffiti on our bike path –
How you control this is a problem - except for this, think it is a terrific way for everyone to get out and exercise and unwind.

make it clear that bikes have right of way on the BIKE PATH!

Markers, even just written on the asphalt, giving distances would be helpful for those who'd like to know how far they've walked. The drawings indicating which side is for walkers and whish is for bikers swaps so that depending on which way you're heading, your always on the wrong side. If you're heading North with walkers in the right and bikers in the left, the people coming towards you also have walkers aon the right and bikers on the left which means, since you're going in different directions, you walking head-on into bikers.

More pavement on the Coventry Path to Conn & to W.W. paths.

My famil and I are from S. California. We are used to an active/outdoor lifestyle. We couldn't live without the bike path! Keep up the good work!

My husband and I and our friends greatly enjoy the Cranston, West Warwick, Coventry bike paths. Walking is so enjoyable! We do like also! But walking 4 times a week! Thanks so much!
need volunteer bike path patrols to remind people of the basic rules and report problems.

Need yellow stripe in the middle to keep others on their own side.

Nice job on the bike paths!!!!

Please connect the Coventry Greenway to the West Warwick path section as soon as possible! The train behind Horgan school is a wonderful stop for small kids. More signs for bicycle path parking points should be placed.

Please continue work on connecting the bike paths. I will enjoy someday riding a bike path from Cranston to East Bay or the Blackstone Valley.

Please, Please, Please add portajohns! and do NOT lock them!

Provide clear directions for the direction of travel on the path and the reasons why it is important for the users to follow these directions. I have found that the vast majority (80%) of users do not use the path correctly which results in safety issues

Signs to indicate walkers on left and bikers on right.

Thanks for paving the Cranston path.

The addition of drink machines (Gatorade, juice, water) along the path or at parking lots would be GREAT and would provide additional income for the upkeep and expansion of the trails...
The bike path is a great way for the entire family to get exercise. My major concern lies with the intersecting streets and motorized traffic. Broken glass and other forms of vandalism also need to be addressed.

The time that I usually walk is in the evening from 5-7pm. I have to change my route because it gets dark now in the evening. I wished there was more lighting in the area! But summer months it's the most beautiful place to walk, I like the wood area, trees, and the sound of the birds and the quiet.

They are GREAT! Connect them all together :-)

To many 12-18 year old kids making trouble. Bristol Bike path is a very good example of an excellent path. Well maintained with police a presence. Also the people that maintain the Warwick - Cranston bike path dont understand they should be keeping the path clean... ther more interested in cutting the trees and bushes leaving the path a mess.

We need bicycle path access in Scituate and Fostar and Clayville. We have nothing here for recreation and the local roads are very unsafe with trucking from Richmond Sand and Gravel to the central landfill in Johnston, plus regular trucks (local). We have here no shoulders and preservation homes

close to road. Road through clayville is Rt 102 which every trucker knows is a shortcut from ct. to rt 95 truck stop in W. Greenwich.

Would like to see signs that direct the direction of travel to be a little more clearer. Seems to be a little confusing.

How will the results of this survey be used?